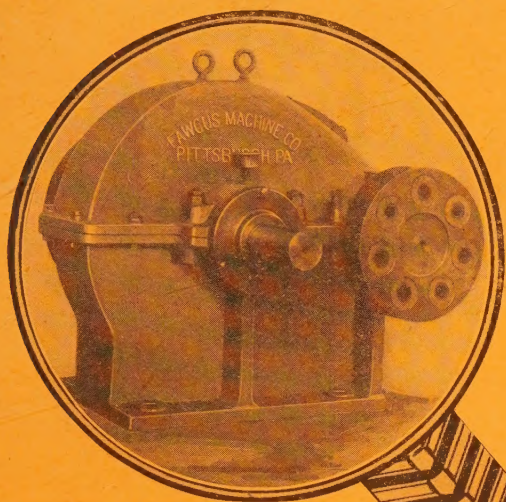


GRAIN DEALERS JOURNAL



Fawcus Herringbone Gear Conveyor Drive

PROFITS in every elevator depend upon how economically grain is handled. Modern Drives as designed and manufactured by our company will help you handle grain at a real profit. Many years of actual work under all conditions has proved the efficiency and durability of our drives.

Let us tell you more about this efficient way of transmitting power.

Send your drive problems and specifications today.

Fawcus Machine Co.
Pittsburgh, Pa.

Co-Manufacturers—
Brantford, Ont., Canada, Dominion Steel Products Co.

Representatives:

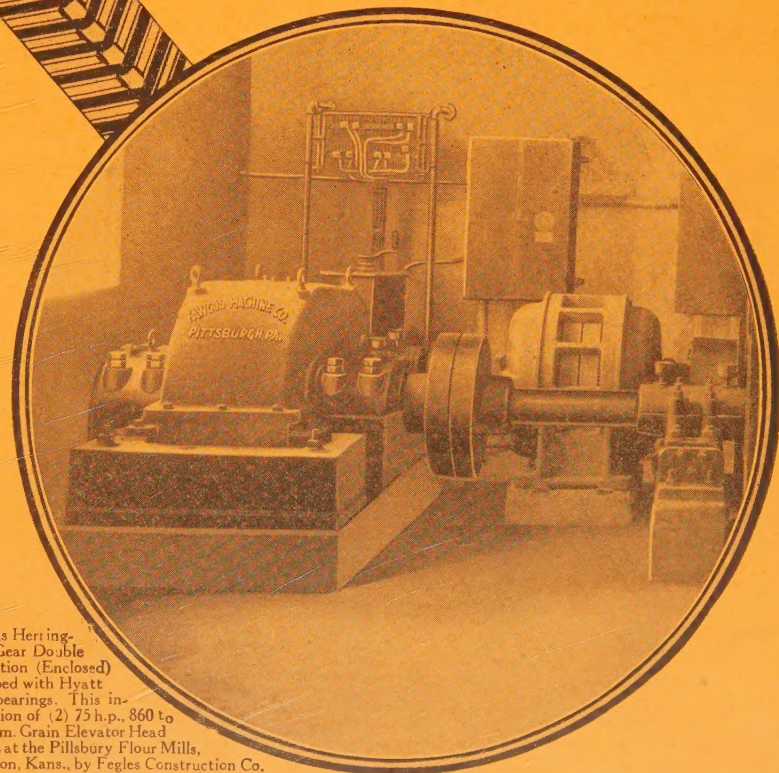
Boston, Mass. Catlin-Calder Co.
Wilkes-Barre, Pa. Mining Equipment & Supply Co.
Birmingham, Ala. G. R. Mueller Co.
New York, N. Y. Robt. C. Brown, 84 Pine St.
Milwaukee, Wis. L. E. Meidinger
Portland, Ore. Coast Steel Machinery Co.
San Francisco, Calif. K. W. Eichelberger
Chicago, Ill. Hodgart & Co.

FAWCUS Herringbone Gear Elevator and Conveyor Drives

Every progressive elevator builder wants to build a grain handling plant that will operate at a profit to its owner and a credit to himself.

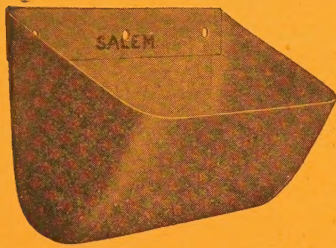
This type of Drive saves considerable in maintenance and operating costs. Gears of the Herringbone type entirely enclosed in Dust Proof and Oil Tight cast iron cases are EFFICIENT, DURABLE, DEPENDABLE AND COMPACT.

FAWCUS Herringbone Gears are hobbled on Patented Machines from the solid blanks.



Fawcus Herringbone Gear Double Reduction (Enclosed) equipped with Hyatt roller bearings. This installation of (2) 75 h.p., 860 to 30 r.p.m. Grain Elevator Head Drives at the Pillsbury Flour Mills, Atchison, Kans., by Fegles Construction Co.

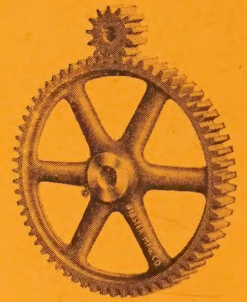
Webster Equipment *for* Grain Elevators



Salem Elevator Buckets



Grain Scoops



Spur Gear



Sprocket Wheels

WEBSTER ACCESSORIES FOR GRAIN ELEVATORS

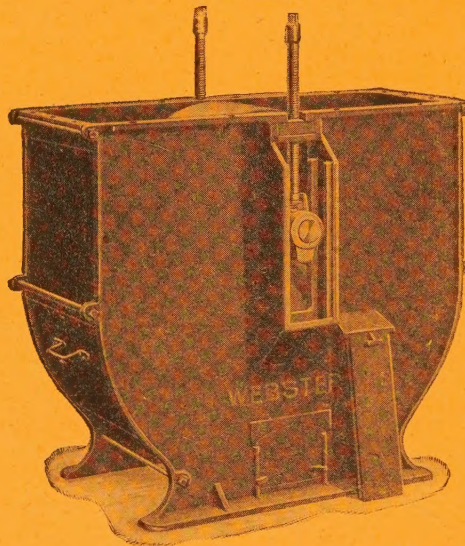
The Webster line of accessories for Grain Handling Plants is complete. Every part is designed and built to the same high standard characteristic of Webster Equipment.



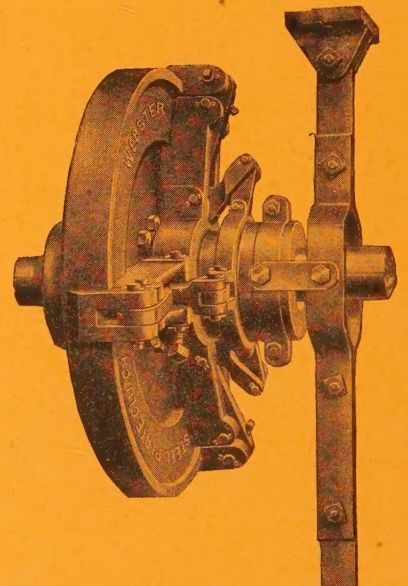
Detachable Chain



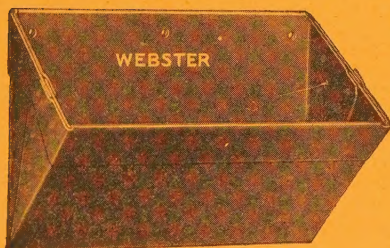
Take Ups



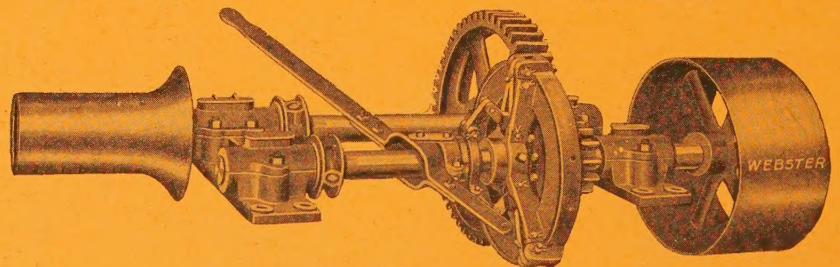
Elevator Boots



Friction Clutches



Minneapolis "V" Elevator Buckets



Car Pullers

THE WEBSTER MFG. COMPANY

4500-4560 CORTLAND ST. CHICAGO

Factories-Tiffin, O. and Chicago - Sales Offices in Principal Cities

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevator Co., wholesale grain.*

ATLANTA, GA.

Commercial Exchange Members.

Hayne & Sims, wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Johnston Co., Thos., receivers & shippers.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.*
Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Harold, A. W., grain, barley a specialty.*
McConnell Grain Corporation, commission merchants.*
McKillem, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.*
Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*
Murrell Grain Co., Ray, receivers and shippers.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.*

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Oarder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lanson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Nash-Wright Grain Co., commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Requa Bros., wheat a specialty.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Co., J., commission merchants.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffelin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Updike Grain Co., consignments.*

*Member Grain Dealers National Association.

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*

CIRCLEVILLE, OHIO.

Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, receivers & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., Grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Crowell Elevator Co., wholesale grain.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dunsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevator & Gr. Co., oats a specialty.*
Iowa Corn Products Co., receivers and shippers.*
Lockwood, Lee, broker.*
Marshall Hall Grain Co., grain commission.*
Rang & Co., Henry, grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.*
Transit Grain & Com. Co., consignments, brokerage.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., gr.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, buyers for mills.*

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.*
Bingham Grain Co., The, receivers & shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maibacher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, grain merchants.*
Kinney Grain Co., H. E., receivers & shippers.*
National Elevator Co., grain merchants & Comm.*
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.*
Shotwell & Co., Chas. A., grain and scales.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, mlo.*
Davis Grain Co., A. C., grain commission.*
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Fuller Grain Co., consignments.*
Goffe & Carkener, grain commission.*
Lichtig & Co., H., kafir, mlo screenings.*
Logan Bros. Grain Co., receivers and shippers.*
McCord-Logan Grain Co., commission merchants.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roeben Grain Co., E. E., consignments.*
Rocky Mt. Grain & Com. Co., consignments.*
Sculiar Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain broker.*
Terminal Elevators, grain merchants.*
Thresher Grain Co., R. J., grain commission.*
Wallingford Brothers, grain merchants.*
Watkins Grain Co., consignments.*
Wilser Grain Co., consignments.*

LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.*

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.*

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain & mill feed.*
Gordy Co., C. L., grain brok., hay, grain, millfeed.*

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co. grain and hay brokers.*

McKINNEY, TEXAS.

Reinhardt & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & commission merchant.*
Davis & Andrews Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Bush Grain Co., grain merchants.*
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Frankie Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Froedtert Gr. & Malting Co., grain commission.
Kamm Co., P. C., grain shippers.*
La Budde Feed & Grain Co., grain and feed.
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.
Rang & Co., Henry, commission merchants.
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*

MERIDIAN, MISS.

Board of Trade Members.

Threefoot Bros. & Co., whsle. grain, feed, flr., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NEW ORLEANS, LA.

Board of Trade Members.

Fox Co., C. B., exporters.*
Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Muller & Co., Inc., W. H., recvrs., buyers, exporters.*
Therrien, A. F., broker.

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell Grain Co., E. M., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. E., commission merchants.*
Vandenburgh, Jesse, milling wheat.*
Vandeaver Grain Co., wholesale grain.
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., commission and brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.
Bowen Grain Co., E. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Geidel & Leubin, grain and hay.
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ROANOKE, VA.

Albergotti Bros. & Co., grain, feed, hay, flour brokers.*

RICHMOND, VA.

Grain Exchange Members.

Haveridge & Co., S. T., grain, hay, feeds, seeds.*
Mayo Milling Co., millers, grain, feed seeds.*
Morriss & Co., C. F., grain, feed, hay, flour brokers.*
Saginaw Milling Co., jobbers grain, hay, feed, beans.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.*

SALINA, KANS.

Board of Trade Members.

Bossemeier Grain Co., The Paul, grain merchants.*
Freeman-Faith Grain Co., receivers and shippers.

Hayes Grain Co., Always in the market.
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlrs.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas E. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingsuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grain seed.*
Turner Grain Co., grain commission.*
Von Rump Grain Co., grain merchants.*

SIoux CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Western Terminal Elevator Co., receivers and shippers.*

SUFFOLK, VA.

Tidewater Brokerage Co., brokers, distributors.

SUPERIOR, NEBR.

Bossemeier Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., O. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Raymond Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., exporters.
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.

WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

*Member Grain Dealers National Association.

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

We Want Your
Business
Ask for Our Prices

The A. J. Elevator Company
ST. JOSEPH, MO.

Hard and Soft Wheat
Corn and Oats
Write, Wire or Phone Us

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS

T. P. GORDON (THE OLD RELIABLE) President ST. JOSEPH, MO.

Button-Simmons Grain Co.

B-S

BETTER SERVICE
St. Joseph, Mo.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

BUFFALO

is, geographically and from a railroad point of view, the natural destination of shipments of grain from Ohio, Indiana and Eastern Illinois.

All Western Roads converge here, either directly, or through their connections.

All Eastern Roads are available, through Eastern trunk lines and connections.

Its weighing and inspection departments are unexcelled for promptness and efficiency.

Its elevator facilities are vastly superior to those of any market east of Chicago.

All things considered, its charges of all kinds are as low as the lowest, and as good as the best.

Write to any of the firms whose names appear below, for any information you may require.

McConnell Grain Corporation
Commission Merchants

A. C. Davis, Inc.
Grain Commission

A. W. Harold
Grain—Barley a Specialty

Anchor Grain Co., Inc.
Grain and Feed

J. G. McKillen, Inc.
Receivers and Shippers

Armour Grain Co.
Grain Merchants

S. M. Ratcliffe
Commission Merchants

Burns Bros. Grain Corp.
Grain Commission

The Townsend-Ward Co.
Grain Merchandising and Consignments

Seymour-Wood Grain Co.
Consignments

Pratt & Co.
Receivers and Shippers

Sunset Feed & Grain Co., Inc.
Receivers and Shippers

Board of Trade
Members

PEORIA

Board of Trade
Members

Peoria offers a strong outlet for
NEW CORN

W. W. DEWEY & SONS
COMMISSION MERCHANTS
33-35 BOARD OF TRADE, PEORIA, ILL.

H. D. BOWEN GRAIN CO.
Receivers and Shippers
CONSIGNMENTS
18 BOARD OF TRADE, PEORIA, ILL.

P. B. and C. C. Miles

Established - 1875
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission Our Specialty

A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

Do It Now

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

Board of Trade
Members**CHICAGO**Board of Trade
Members

Special Wire and Salesman Service

LAMSON BROS. CO.**WHEAT, CORN
OATS, RYE**

166 W. Jackson Blvd. Chicago, Ill.

CONSIGNMENTS
SOLICITEDWE PLACE
GRAIN TO ARRIVEChicago Grain & Salvage Co.
DEALERS IN
SALVAGE GRAIN
GRAIN, FEEDS, Etc.
WRITE OR WIRE
930 Postal Telegraph Bldg. CHICAGO**Henry H. Freeman & Co.**
COMMISSION MERCHANTS
GRAIN HAY STRAW
66 BOARD OF TRADE, CHICAGO**GERSTENBERG & CO.**COMMISSION MERCHANTS
GRAIN and SEEDS

Barley a Specialty

Personal attention given
Sample Orders

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Traveling Representatives:
Ray Gerstenberg Jack De Courcy
Branch Office:
FT. DODGE, IOWA A. J. MOORE, Mgr.Eugene Schifflin P. H. Schifflin, Jr. R. E. Andrews
Pres. Treas. Sec.**Philip H. Schifflin & Co.**
(INC.)

GRAIN COMMISSION

515-518 Postal Telegraph Bldg.

Chicago

Branch Offices:

F. F. Munson Champaign, Illinois
R. T. O'Neill Joliet, Illinois
C. N. McReynolds Mason City, Iowa
B. L. Nutting Spencer, Iowa**JOHN E. BRENNAN & CO.** GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO**HENRY RANG & CO.**Commission Merchants
CHICAGO MILWAUKEEBranch Offices
Des Moines, Ia. Algona, Ia. Carroll, Ia.
Sheldon, Ia. Fairmont, Minn.*Want an Elevator?*Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

CONSIGN TO

WEGENER BROS.

Grain Commission

309 SOUTH LA SALLE STREET
CHICAGO**BARTLETT FRAZIER CO.** GRAIN MERCHANTS
Western Union Bldg.
CHICAGO

SHIP US THAT NEXT CAR

Harris, Winthrop & Co.
15 Wall Street, New York
The Rookery, Chicago
GRAIN COMMISSION
Members of Principal Exchanges**W. P. ANDERSON & CO.**
INC.**GRAIN**CONSIGNMENTS AND HEDGING
ORDERS SOLICITED
327 S. La Salle St., CHICAGO**E. W. BAILEY & CO.**
Commission MerchantsReceivers and Shippers of
GRAIN, SEEDS, PROVISIONS
72 Board of Trade, CHICAGOFor Best Results
CONSIGN**ReQua Brothers**Board of Trade, CHICAGO
W. M. TIMBERLAKE, Mgr. Cash Grain**BARLEY WANTED**Two Rowed and
Heavy White

Send Samples

Also Send Samples Buckwheat

The Quaker Oats CompanyGrain Department
Chicago, Illinois

The Grain Dealers Journal has been a means of my success in the grain business and I sincerely express my thanks for its help.—C. A. Rinck, formerly in the grain business at West Alexandria, O.

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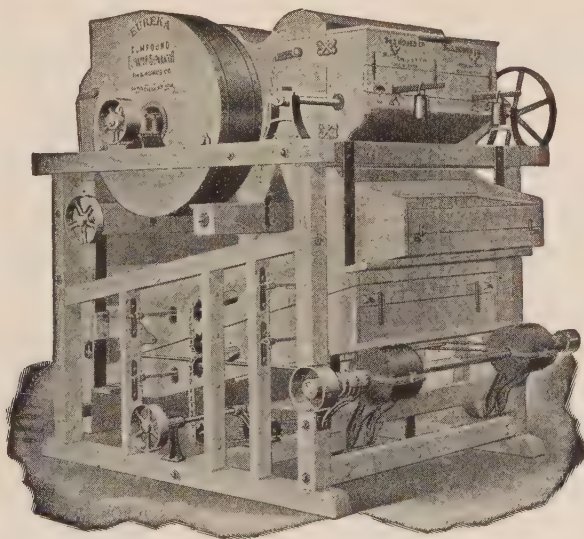
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**"He profits most
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You'll be serving your customers quickly and well—and turning complaints into praise; you'll be eliminating waste, speeding up output and increasing your profits when you

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"EUREKA" ELEVATOR SEPARATOR

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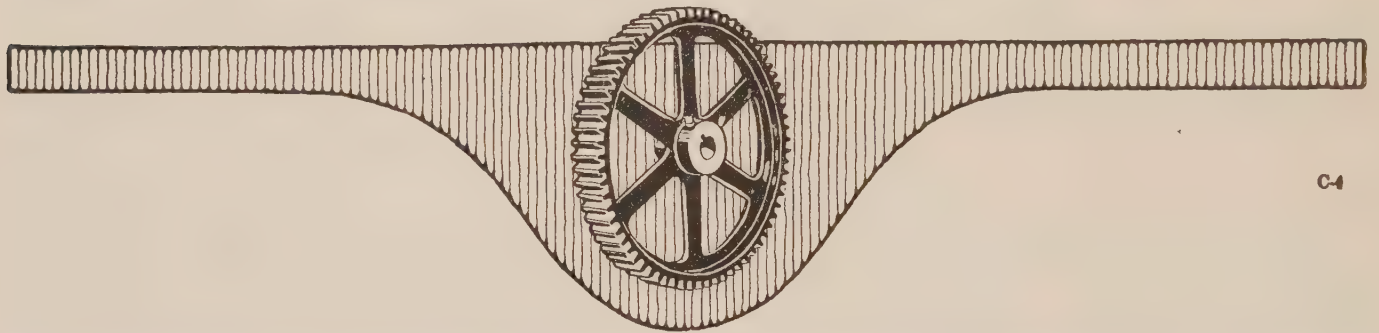
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Or, Medusa Waterproofing can be bought separately in either powder or paste form and mixed on the job with any standard make of portland cement. The powder is furnished in convenient bags; the paste in handy sized cans.

All three Medusa Products — Waterproofed Cement, Waterproofing Powder, and Waterproofing Paste—are obtainable at the nearest Medusa dealer, who can furnish you complete specifications for use as well.

Ask him or write us for further information.

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Use a FAIRBANKS and be Sure

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So reliable are these scales known to be that "Weighed on a Fairbanks" has come to be recognized practically as a guarantee of *quantity*.

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900 South Wabash Avenue
—and Forty Other Principal Cities in the U. S.

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FAIRBANKS SCALES

"If it's weighed on a FAIRBANKS, there's no argument"

186

Head

"Standard" Dust Tight Steel Elevators

Where economy, dependability and permanence are demanded get our quotations on Dust Tight Steel Elevators. Built according to standard designs or your specifications.

Standard Steel Works

Successors to The Ell-Kay Mfg. Co.
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Grain Dealers Journal

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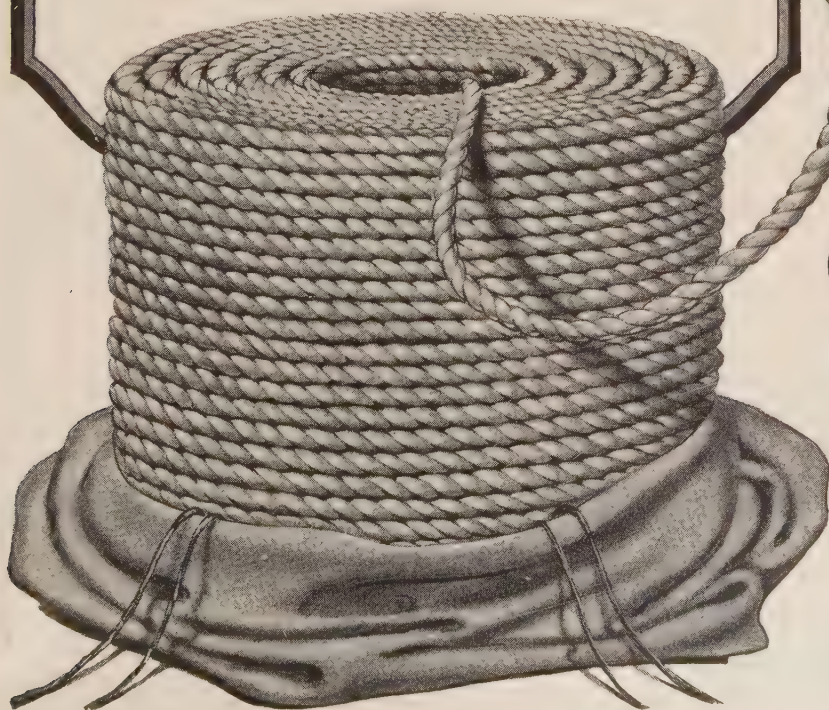
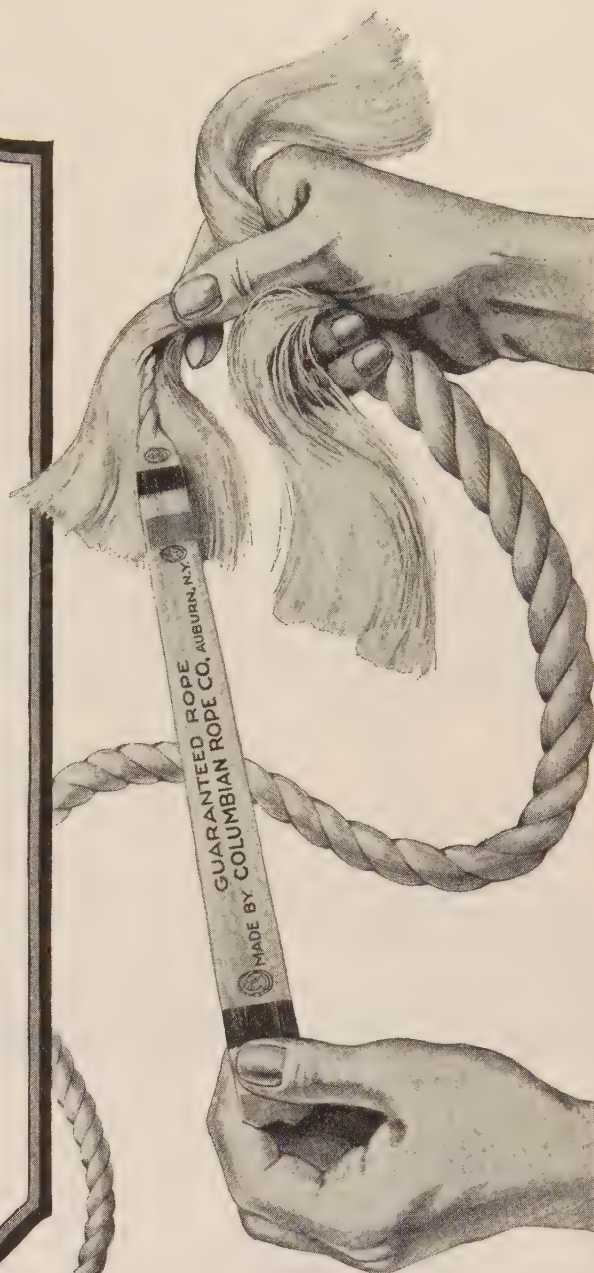
"When you get to the end of your rope, tie a knot in it and hang on"

~Russell~

The advice is good, figuratively speaking; but literally the thing to do when you get to the end of *any* rope is untwist it and see if it contains the familiar red, white and blue Columbian *Tape-Marker*. If it does, you know you have the genuine guaranteed rope, for the message proclaimed by that marker when untwisted is "Guaranteed Rope, made by Columbian Rope Co., Auburn, N. Y."

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BALL BEARING

ATTRITION MILL

*"Judge Them
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Backed by over a century of experience, and built by an organization which thinks more of its reputation than your money, the Monarch ball bearing Attrition Mill will bear your most critical investigation.

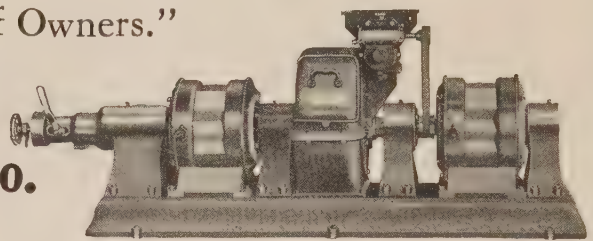
Write now for Booklet "Monarch Merit
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Builders of Monarch Mills

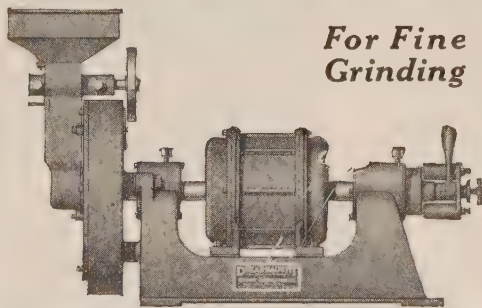
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FEED GRINDING MACHINERY



*For Fine
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A powerful, efficient feed grinder for installations where fine grinding is required. Equipped with "Shear-Cut" plates and ball bearings. Especially adapted to cutting oat hulls and other feed difficult to reduce to fineness.

In ordinary service the DREADNAUGHT grinds 200 lbs. of feed per hour per horsepower used. Sizes, 20" and 24". Belt driven if desired in 16" to 24" sizes.

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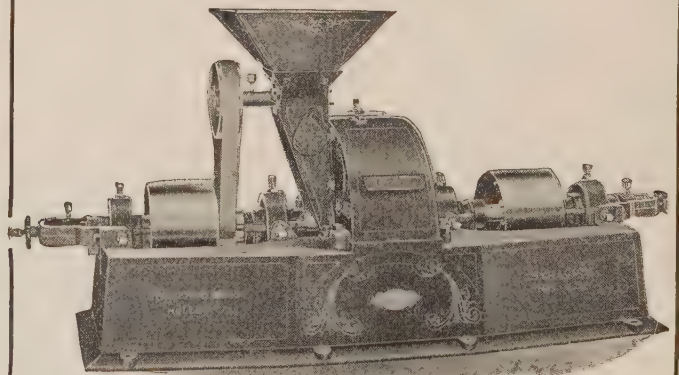
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The "HALSTED"

HAS NO EQUAL



No Seal Rings
Scientific

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Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
SYRACUSE, N. Y., U. S. A.

An Efficient Feed Grinder

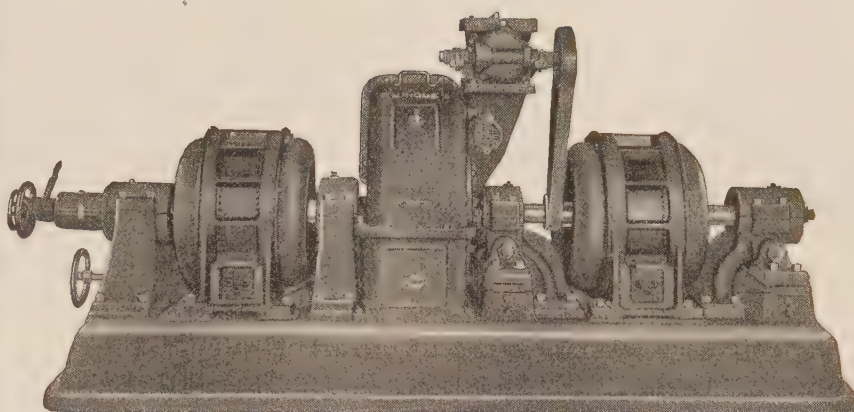
UNIQUE BALL BEARING ATTRITION MILL

Efficient—

Giving complete satisfactory service from the moment power is applied—to the time when your work is done and the power is shut off.—Ready again the instant you wish to resume operations.

And customers are always pleased with feed that has been ground on a UNIQUE Mill. You can give them fine or coarse grinding, as desired—always uniform—without delay.

Summed up—the UNIQUE Ball Bearing Attrition Mill will give the service and quality that will bring customers for repeat orders.



MORE and BETTER Grinding CHEAPER

The Curved Arm Runnerhead assures increased capacity.

The Tramming Device assures uniformity of product at all times.

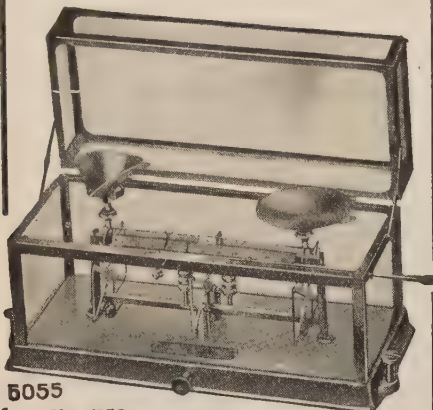
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Grain Testing Scales



5055

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For Grain Testing, Etc.



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The Grain Dealers Journal is worth all it costs.—Ed M. Adkins, Elmo, Mo.

Clean all your wheat with a

CARTER DISC SEPARATOR

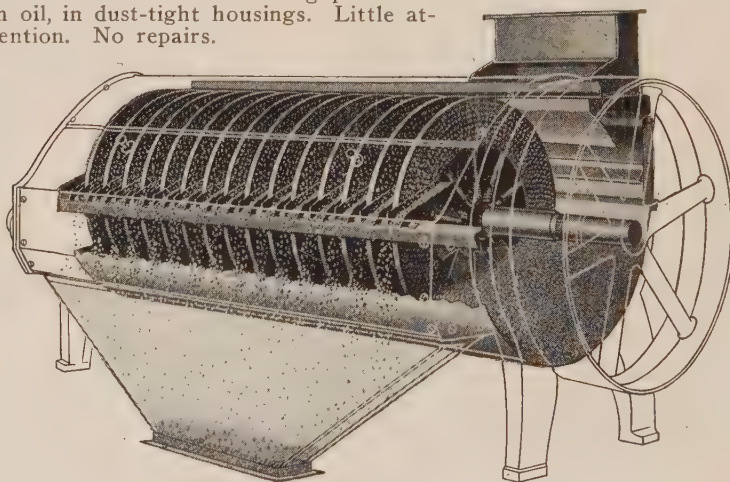
Without any loss of wheat in the tailings you can make a perfect separation of oats, barley and weed stems from wheat with the Carter Disc Separator.

This machine absolutely cleans wheat or oats to no dockage. The J. J. Badenoch Co., Chicago, writes:

"The Carter Disc Separator is by far the best machine we know of for separating wheat and oats. It makes a perfect separation. It is built to stand constant use. The cost of operation and maintenance is unusually low. It is very simple to operate and requires very little attention. A demonstration will convince any practical man as to its merits."

When used in your Main Stream after the Receiving Separator, the Carter, besides insuring dockage-free wheat at the least possible cost, also increases its test weight. The scouring action of the discs cleans off the fuzz. The result is a substantial increase in the weight per bushel.

The Carter does away with all sieves, brushes, shaker devices, dust-collectors. The few working parts run in oil, in dust-tight housings. Little attention. No repairs.



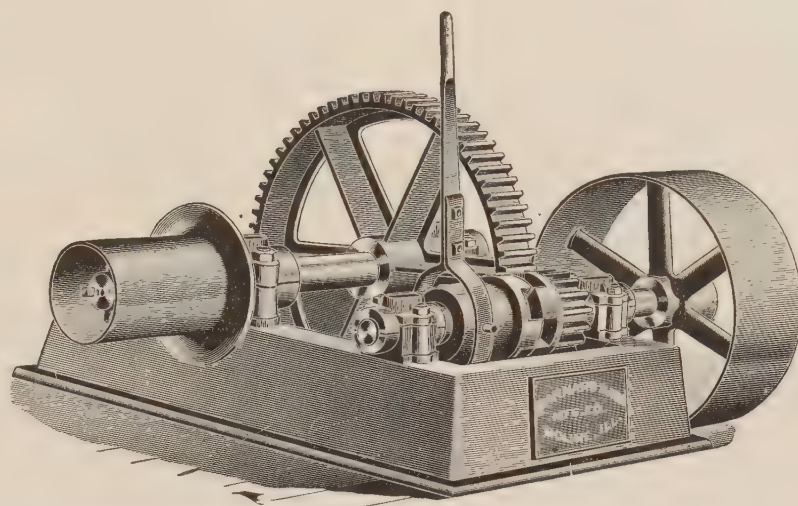
Try the Carter at Our Expense

We will ship you a Carter Disc Separator suited to your needs. Then after a reasonable trial, if it is not satisfactory to you in all respects, you may return it at our expense. You can't lose on that proposition—unless you neglect to act on it! Write at once for full information.

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The Barnard-Moline Car Puller is very durable in construction. It has a solid cast iron base, heavy bearing boxes, jaw clutch and is provided with double sheave for rope.

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There are hundreds of Barnard-Moline car pullers in use in all parts of the country, and all are giving perfect satisfaction.

Write for Special Bulletin 10-G for prices and full details.



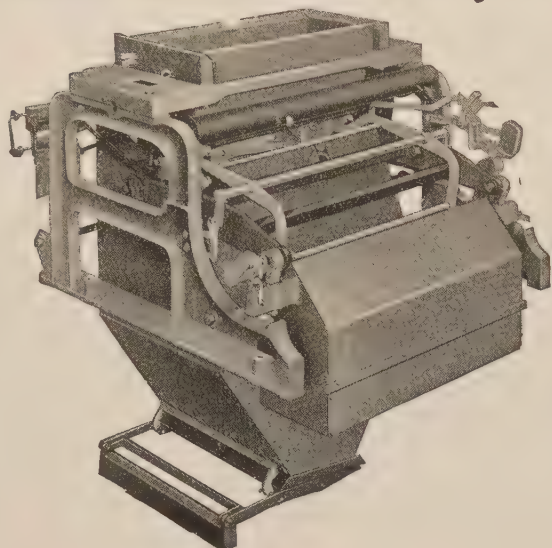
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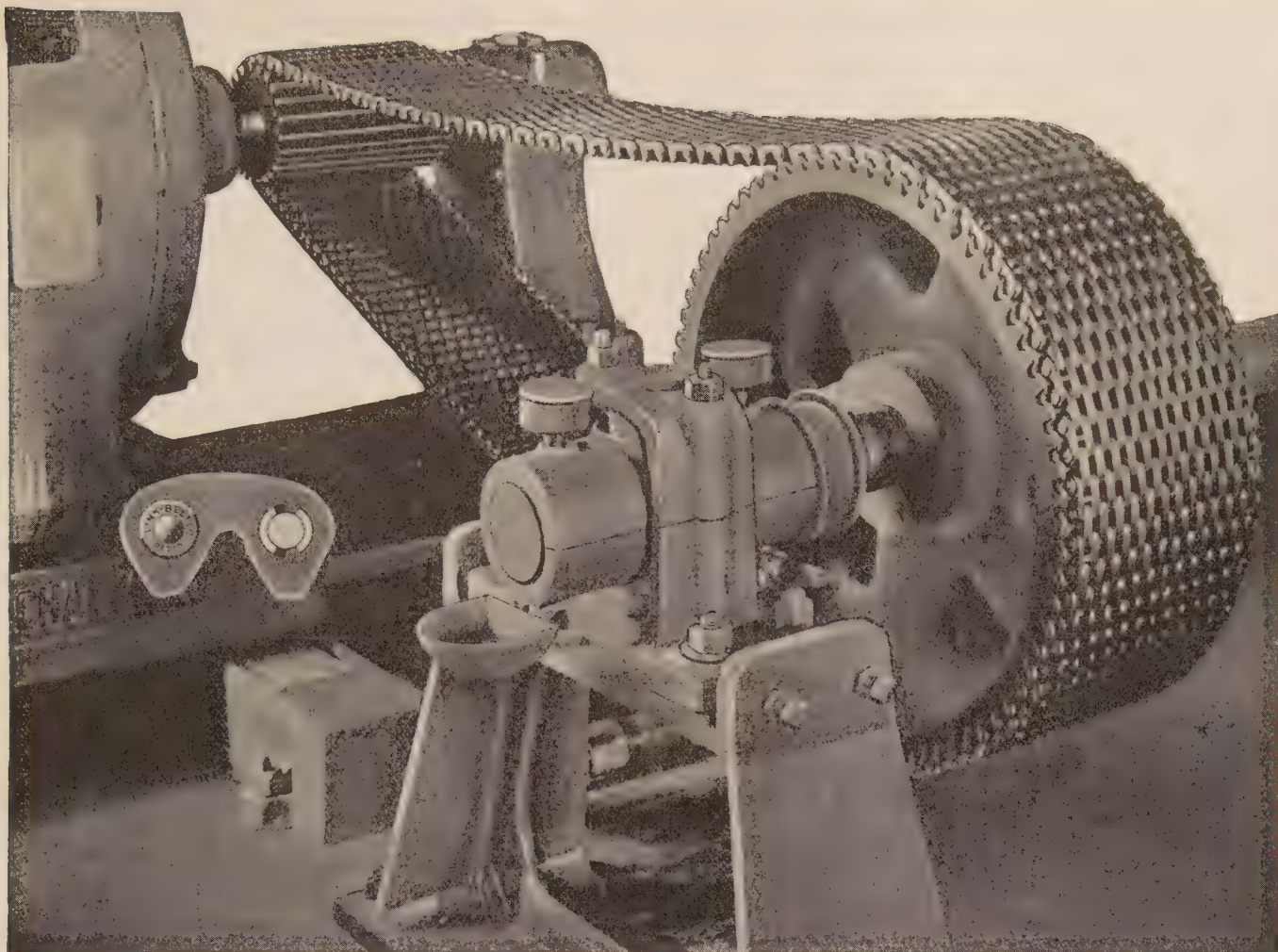
It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

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Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.



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MORE EFFICIENT THAN EITHER**

BBETTER power transmission means more efficient and reliable operation of your equipment. That is just what the Link-Belt Silent Chain Drive can accomplish for you.

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LINK-BELT

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Invincible Oat Clipper

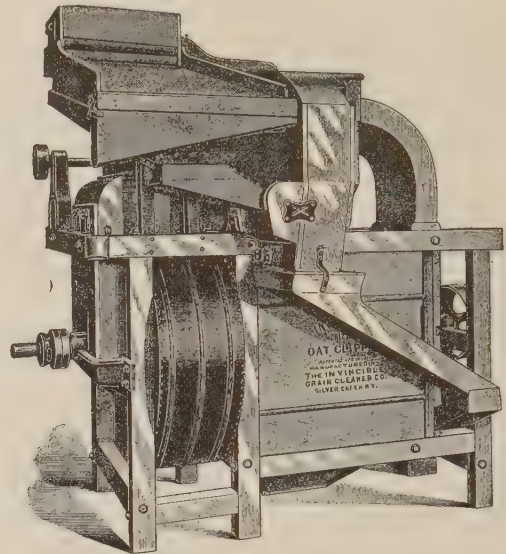
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*Write for a List of Users, Then
Write Them for Their Opinion*

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operates as many cups as the belt will hold, every one chock full, and every kernel of grain accurately discharged. Never chokes, nor backlegs, nor mixes grain, nor does it require attention while operating.

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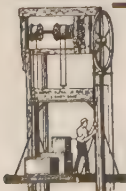
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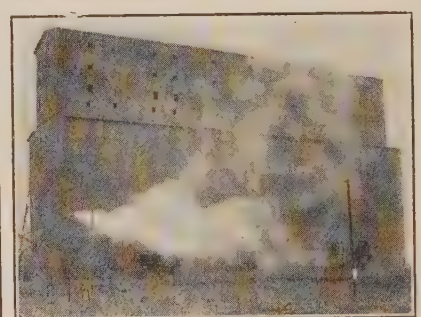
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Grain Dealers Journal

309 So. La Salle St.

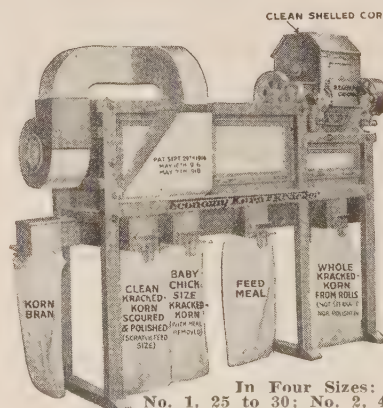
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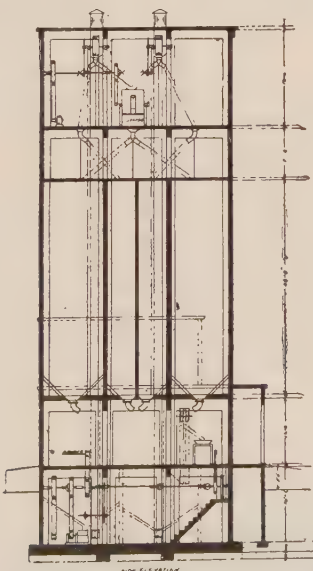
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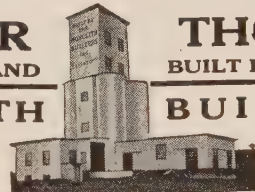
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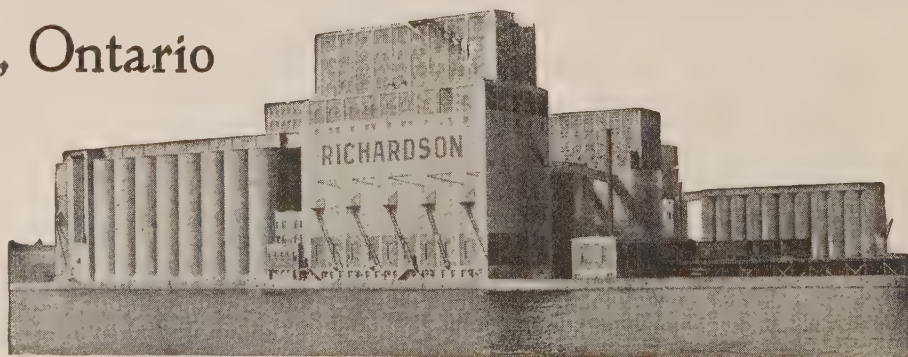
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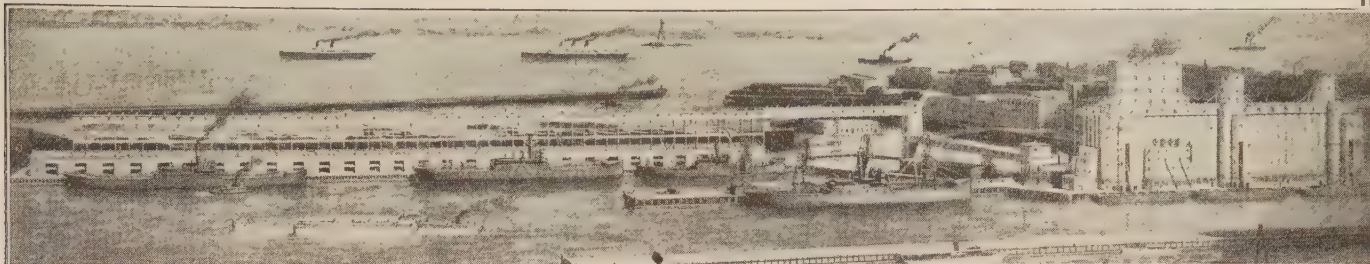


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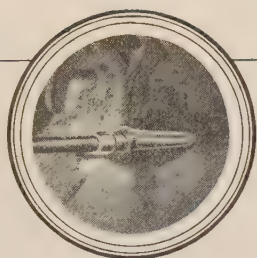
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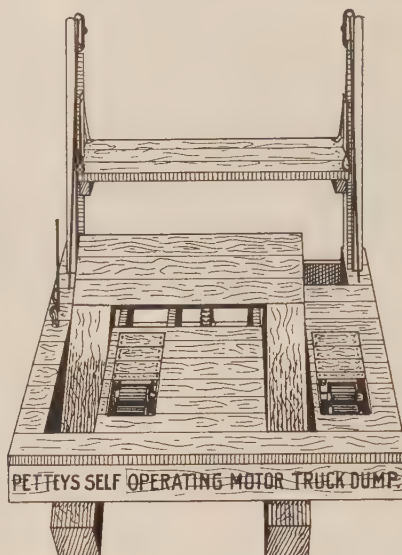
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Saves Time
Saves Operating Expense
Always Ready

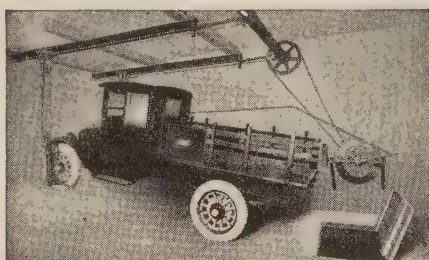
Does not require any changes in your driveway.

Does not interfere with your wagon dump.

Costs less for service given than any truck dump on the market.

Write for prices and literature

W. A. Petteys Elevator Machine Co. Wilcox, Neb.



The McMillin Wagon and Truck Dump

Dumping of grain has one set principle,—that is, by placing the vehicle on an angle so grain will leave the vehicle by its own gravity.

The simplest way to accomplish this is to raise the front end which is easily done were it not for the different lengths of vehicles.

We have overcome this difficulty by providing an adjustable hoist which can be moved to fit any length vehicle and still discharge them into the one dump door.

By extending the track this hoisting mechanism will supply several different dump doors, if desired, just as efficiently as it supplies one. In so doing there is no platforms or cutting of driveway floor.

No extra weight lifted.

Under operator's control at all times. Compare this with any other dump on the market for flexibility in the handling of all styles and lengths vehicles which today are used for hauling grain to the grain elevators.

For Further Information Address

L. J. McMillin
525 Board of Trade Bldg., Indianapolis, Ind.



A cyclone in the true sense of the word has force of air without any back draft.

The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

IOWA—25,000 bu. capacity elevator and coal business. Address 50C24 Grain Dealers Journal, Chicago, Ill.

KANSAS—Elevator, grain, feed and seed business for sale. Address owner, W. J. Dyer, La Cygne, Linn Co., Kans.

IOWA—22,000 bu. cap. Completely equipped Coal and feed business in connection. Address 49Z14 Grain Dealers Journal, Chicago.

NORTHWEST IOWA—Elevator, coal and feed business. Money maker. Price \$7,500. Address 50C23 Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA terminal elevator in first class shape; well located. Address 50A13 Grain Dealers Journal, Chicago, Ill.

MISSOURI—Modern elvtr. at Lathrop. Cap. 32,000 bu. Cleaner cap. 10 cars day. Grinder 2 cars day. 32 h. p. Fairbanks-Morse engine. Address 50C17 Grain Dealers Journal, Chicago.

NO. CENTRAL INDIANA elevator of 25,000 bu. capacity for sale; located on P. C. C. & St. L. in good corn and oats belt. Address 49Z24 Grain Dealers Journal, Chicago, Ill.

N. E. NEBR.—Elevator and coal business. Cap. 20,000 bu. Good condition; large territory. Station handles 300,000 bu. Address 49Z13 Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

WESTERN INDIANA—10,000 bu. cap. elevator; steam, large warehouse, all in good repair. Also 25 h.p. Fairbanks engine in good order. Cheap. Address 50C30 Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

IOWA TRANSFER ELEVATOR enjoying transit rate; in splendid condition. Can be bought for less than half the cost of reproduction. Must be handled quickly.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

WISCONSIN—15,000 bu. cap. elevator, cribbed bins, good motors, scales, etc. Doing \$75,000 annually; seed, flour, fuel, feed and feed grinding business in connection. Also 7-room house and half acre land. Address 50C12 Grain Dealers Journal, Chicago, Ill.

ILLINOIS—20,000 bu. cap., cribbed, iron clad, electric power, well equipped; on C. B. & Q. R. R. 200 miles from Chicago. Good grain, coal and feed business. Only elevator in town. A good live business. Address 50C26 Grain Dealers Journal, Chicago, Ill.

INDIANA—Elevator practically new near Indianapolis, doing good business in grain, coal, flour and feed. No competition and excellent territory. Price \$11,000. Five thousand dollars cash, balance easy terms. Address Reep & White, owners, 601 Board of Trade, Indianapolis, Ind.

ELEVATORS FOR SALE.

N. W. OHIO elevator in good location. No competition; excellent reason for selling. Address 50A3 Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale. Will lease one with the sale. Address 50C29 Grain Dealers Journal, Chicago, Ill.

N. W. OHIO—Excellent opportunity to buy high class elevator and all side lines. Deal with owner. Address 50A16 Grain Dealers Journal, Chicago, Ill.

CENTRAL MISSOURI—Good 12,000 bu. elevator; also good side lines. Population 400. First-class school. Address 50C8 Grain Dealers Journal, Chicago, Ill.

OKLAHOMA elevator for sale cheap. Doing good business. Retail business strictly cash. Good territory. Address 50A6 Grain Dealers Journal, Chicago, Ill.

THE WAY inquiries are coming in from my ad may make it necessary to insert another in the Journal stating that the elevator has been sold.—F. C. H.

CENTRAL IND. elev. 25,000 bu. electric power, good condition, priced to sell. Can carry part purchase price. On Monon Ry. Address 50B5 Grain Dealers Journal, Chicago.

WESTERN INDIANA—75% of stock in large splendidly built electric driven elevator. Doing good business and making money. Capacity 35,000 bus. Address 50C31 Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS ELEVATOR FOR QUICK SALE. 16,000 bu. elevator on private ground; electric power, coal sheds, office, wagon scales in good condition. Write for price, 50C11 Grain Dealers Journal, Chicago, Ill.

INDIANA—16,000 bushel electrical equipped elevator in Central Indiana. House and machinery is A1. Galvanized siding, a good grain point and side lines. Price \$10,000. Address 50B14 Grain Dealers Journal, Chicago, Ill.

INDIANA—50,000 bus. cribbed elevator in Northwestern Indiana in fertile Kankakee Valley. Elevator is iron clad, fully equipped with dryer and cleaning machinery. One of the best elevators in Indiana. One competitor. Will sell worth the money to settle estate. Address 49Z17 Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR AND BUNGALOW for sale. Modern 50,000 cap. cribbed construction, equipped with everything to make it up-to-date; at small station close to Chicago. Coal bins with coal elevator. Good competition. Station handles 500,000 to 600,000 bu. annually. \$21,000 for all.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

TRADE WANTED OR SALE—Have you something to sell or trade? Let the readers of the Journal know what you have to offer. Now they are unaware of the advantage of dealing with you. The best way to dispose of anything is by advertising.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6,700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

ELEVATORS WANTED.

WANTED good elevator. Give complete description and information. Address 50C27 Grain Dealers Journal, Chicago, Ill.

WANTED elevator in Iowa or Illinois. To buy or lease. Address 49Y3, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain elevator in Northern Iowa. Must show good business and priced right. Address 50A9 Grain Dealers Journal, Chicago, Ill.

WOULD LIKE TO BUY ELEVATOR in Colorado, Western Nebraska or Western Kansas. Only good grain points considered. Address 50C19 Grain Dealers Journal, Chicago, Ill.

THE SMALL EXPENSE incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

WANTED a good country elevator with side lines. Southwest section preferred. Write full particulars. Address 50B7 Grain Dealers Journal, Chicago, Ill.

GOOD N. W. IOWA farm located 20 rods from elevator to trade for 2 or 3 elevators showing good business. Address 49Z27, Grain Dealers Journal, Chicago, Ill.

WANT TO RENT country grain elevator. Might buy if suitable if for sale. Give full particulars and competition. Address 50B13 Grain Dealers Journal, Chicago, Ill.

WOULD LIKE TO BUY ELEVATOR in town of from 200 to 800 people in Eastern or South-eastern Nebr. Must have good schools. Would pay well for good location. Address 50B2 Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—If you want to sell your elevator, quietly and without any splurge, and worth the money asked, write and tell me all about it. Have interested buyers waiting for the right kind of propositions.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

ELEVATOR BROKERS.

FOR SALE—We have a number of mills and elevators located in Central Ohio. If interested we will gladly show them at any time.

C. R. BEATY REALTY COMPANY,
Canal Winchester, Ohio.

WE HAVE a number of buyers for Country and City elevators; also Flour and Feed mills. List your property with us for quick sale or exchange.

PAUL PLOTZ & CO.,
70 W. Monroe St., Chicago, Ill.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

CLAYBAUGH-McCOMAS

Offices
Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade

If you want to buy, sell or trade an elevator write us at either address.

BUSINESS OPPORTUNITIES.

FLOUR, feed, coal, custom milling, cash business, \$3,000. Otis Warrenburg, Centralia, Kans.

TO TRADE for grain or fuel business 17 acres ranch in Hood River Valley, Ore. Good buildings. 50B10 Grain Dealers Journal, Chicago.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

FOR SALE—Grain and coal business. Ship on two roads. Buildings and machinery complete, \$4,200. Address 50C3 Grain Dealers Journal, Chicago, Ill.

NEW JERSEY—Wholesale and retail feed and flour mill doing \$200,000 yearly. Water power—prosperous country. \$20,000—half cash. Harry Vail, Warwick, Orange Co, N. Y.

GRAIN, lumber, feed, coal, building material, etc., business for sale with real estate. All on private grounds. Building in A1 condition. 30 miles west of Chicago, Ill. Address E. H. Franzen, Cloverdale, Ill.

FOR SALE—A GOOD BUSINESS consisting of interests in the country and office at terminal market for \$15,000.00. This business for sale because of sickness in the family. It paid through the period of depression and is now on a better basis. A conservative business paying about \$500.00 per month. If you are interested and can handle a business of this kind write 50B12 Grain Dealers Journal, Chicago, Ill.

FEED PLANT well equipped for grinding and mixing all kinds of commercial feeds, will be sold at a great bargain. Well located in a good grain producing territory and on the main line of a railroad that traverses the alfalfa and milo producing sections of the Southwest. A real opportunity for a feed manufacturer of push and enterprise. Address Old Age, Box 2, Grain Dealers Journal, Chicago, Ill.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

MISCELLANEOUS.

FOR SALE—40-50 pound Howe Scale weights in good condition. Chas. Love, Macon, Ill.

ANSWERS—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

DUPLICATING SCALE TICKETS.

Books containing 300 original tickets and 300 duplicates, 75c per book. Six books your own firm name, etc., on each ticket, \$6; 12 books, \$9; 24 books \$15. Write for samples. Specialists in duplicating and triplicating forms. Tribune Printing & Binding Co., Hicksville, Ohio.

HELP WANTED.

WANTED—Experienced traveling feed salesman. Diamond Mills, Evansville, Ind.

EXPERIENCED GRAIN MAN as manager in good town, fine country. North Panhandle, Texas. One that can buy 5 acres improved; close in; cheap. Some terms. Address 50C13 Grain Dealers Journal, Chicago, Ill.

WANTED AT ONCE first class elevator man to take full charge of receiving and shipping of grain, also other duties pertaining to the handling of grain elevator. Want man well recommended. 50C28 Grain Dealers Journal, Chicago.

AN IOWA elevator company used a six line advertisement in the "Help Wanted" column of the Journal in one issue. They write as follows: "You sure did earn your money. We had only 88 applications for the place."

MANAGER WANTED for farmers elevator, mill and light plant. Must be A1 man and good bookkeeper. State experience, why change is desired, married or single, references, church affiliations and salary wanted. Address 50C15 Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

\$8,000 TO \$10,000 TO INVEST in A1 proposition by young man with 10 years' experience in country grain buying in hard wheat district. Address 50B8 Grain Dealers Journal, Chicago.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

SCALES WANTED.

WANTED second hand even weight grain bagging scale. Must be in good condition and perfect weighing order. What have you? Address 50C16 Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—10 ton Reliance Pitless Scale 8x16, with office fixture. Used one year. Taken out to install a 20 ton scale. Make us a reasonable offer. Address The Morral Lumber & Elevator Co., Morral, Ohio.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

SITUATIONS WANTED.

WANTED a position as manager of farmers or line house elevator. Iowa or Nebr. preferred. Can give reference. Address 50C2 Grain Dealers Journal, Chicago, Ill.

WANTED position as manager country elevator. 15 years' experience. Understand gas and steam power. Do all kinds repairing. A1 ref. 49Y7, Grain Dealers Journal, Chicago.

POSITION as manager of elevator. Five years in grain and sidelines. Indiana territory preferred. Married; references. Address 50C6 Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER with 17 years' experience wants position Kans., Okla., or Texas. Best of references. Address Chas. O. Caldwell, Pretty Prairie, Kans.

GRAIN MAN WITH 12 YEARS' EXPERIENCE wants position as manager farmers or independent elevator. Understand books and side lines. Married; references. Address Box 68, Dalton, Minn.

A man who has enough push to advertise his services in a high class trade journal is the kind you want. Look 'em over. You will find a competent manager, a reliable grain buyer or a qualified and efficient traveling solicitor.

POSITION WANTED as manager and bookkeeper Line house or Farmers elevator. Twelve years' experience handling grain, flour, feeds and coal. 38 years old. Married. Best of references. Address 50C22 Grain Dealers Journal, Chicago, Ill.

EXPERIENCED MAN wants good, responsible position in good thriving country elevator or with good Commission Co., preferably in Ind., Ill. or Ohio. High school training, experience as book-keeper and manager with several good grain firms. 29 years old. A1 references. Address 49Z21 Grain Dealers Journal, Chicago.

ENGINES FOR SALE.

FOR SALE—One 25 h. p. Fairbanks-Morse kerosene stationary engine. Good condition. Sell cheap. Lon McCorkle Elvtr. Co., Clifton Hill, Mo.

50 H.P. INTERNAT'L oil engine A-1 condition, with parts \$1460. O.B.C. Chicago. Black & Gold Marble Co., 2613 W. Roosevelt Rd., Chgo.

15 H. P. INTERNATIONAL gasoline engine for sale. Reason for selling, installing motor. WHISLER GRAIN & FEED COMPANY, Hillsboro, Ohio.

GASOLINE AND OIL ENGINES of all kinds. sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

STEAM ENGINES, BOILERS.

BARGAIN FOR QUICK SALE

One 65 h. p. Centre Crank steam engine with 80 h. p. high pressure boiler (new). Also double cylinder Snow Pump and all pipe connections. In first class condition. Address Farmers Union Co-op. Ass'n, Maple Hill, Kansas.

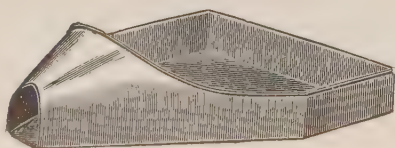
DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

REWARD.
\$250 REWARD.

We will pay the above reward to the party detecting and convicting the thieves who robbed our elevator of 7 bags Alsike Seed in the amount of 17½ bu., in Banner 2-bu. cotton sacks, on the morning of Feb. 3rd, 1923. Kirby White & Son, Harrod, Ohio.

GRAIN SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Seed Size, 1½x9x11", \$1.80. Grain Size, 2½x12x16½", \$2.15.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill.

MACHINES FOR SALE.

MACHINERY for a 40 bbl. mill. Sell cheap. W. D. Willerton, St. Clairville, Ohio.

WESTERN MILL SHELTER for sale with 6 ft. sacking elevator. Cap. 60 bu. per hour. Never used. \$120 takes both. Scott Milling Company, Knobel, Ark.

FOR SALE—Invincible receiving separator, No. 4, two sieves, cap. fine screen 300 bus., medium screen 500 bu. automatic feed control. Carr Mfg. Co., Hamilton, Ohio.

FOR SALE.

One No. 24 Western Shelter.

Good condition.

GUILD GRAIN CO.,

Fairland, Ind.

FIBER CLAD WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. We have at all times a large list of used mchry. Write or wire us for description and prices. Standard Mill Supply Co., Kansas City, Mo.

FOR SALE.

1 Singer bag patching machine.

1 Hopper Automatic scale, 5 bushel cap.

1—9 H.P. gas engine.

1 set Brown Portable piling and conveying machine.

1 lot miscellaneous filing cases.

500,000 sample grain envelopes, misprints, \$1.00 per 100.

Diamond Mills, Evansville, Ind.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.

Chicago, Ill.

GRAIN FOR SALE.

CORN AND OATS shipped to all Eastern and Southeastern points. Write or wire. Bear and Grussing, St. Joseph, Ill.

SEED GRAIN FOR SALE.

FOR SALE—The best dependable varieties Seed Corn, Oats and Barley. Car loads or less. Allen Joslin, Holstein, Iowa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BARGAIN SALE ON SHELF-WORN BOOKS.

Improved Railroad Claim Blank books bound in duplicate. This form requires little of your time for filing and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment. Form A contains Loss of Weight in Transit Claims; Form B, Loss in Market Value due to Delay in Transit; Form C, Loss in Quality Due to Delay in Transit; Form D, Loss in Market Value Due to Delay in Furnishing Cars; and Form E, Overcharge in Freight or Weight. We have three books of 100 sets of Form A, two of which we will part with for \$1.50, and the third for \$1.00. Order No. 411-A "special." Form No. 411-5 contains 60 sets of Form A, and 10 sets of each of the other forms. We have two soiled or damaged copies; one for \$1.75 and one for \$1.00. Order No. 411-5 "special." These prices do not include postage and insurance. (Weight of book, 3 pounds.)

GRAIN DEALERS JOURNAL,

309 South La Salle St., Chicago, Ill.

Helpful Books

FOR

Carlot Grain Handlers

Shipping Notices Duplicating: A convenient form for advising receivers of the grade, kind and weight of grain shipped.

Loaded into car—initials and number, seal numbers, at station on date; billed shipper's order; notify draft for \$.....; made through bank of to apply on sale of bushels made.....

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5½x8½ inches. Order Form 3SN. Price 75c. Weight, 8 ounces.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,

309 So LaSalle St., Chicago, Ill.

Cover's DustProtector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

Box 404 South Bend, Ind.



10,000 SHIPPERS Are now using

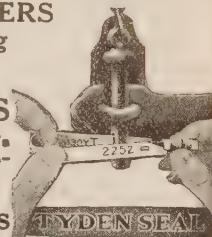
TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

Write for samples and prices



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., Chicago, Ill.

Scale and Credit Tickets

Form 51 duplicating, size 5½x13¾ inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Grosslbs., Tarelbs., Netlbs. Net, bus., \$.Due to or order,Weigher.

Check bound, well printed. Shipping weight 3 lbs. Price \$1.15 f.o.b. Chicago.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Corrugated Sheets

We specialize in corrugated sheets for roofing and siding; also sheet metal work for elevators. Immediate shipment from Chicago. Send for stock list of bargains in galvanized sheets.

The Sykes Company

2270 W. 58th Street

CHICAGO

SEEDS FOR SALE—WANTED

SEEDS FOR SALE—WANTED

FOR SALE—Medium red, Mammoth and Alsike clover Timothy seed and soy beans. Bag or carload lots. Write for samples and prices. J. W. Richards, Ferris, Ill.

GOLDEN OR GERMAN MILLET FOR SALE—We have two cars of millet of the German variety for the market. Samples on request. D. E. Clark & Son, Galt, Mo.

FOR SALE a few cars Sorghum seed, Texas Red Top or Sumac, orange and amber; car Highland alfalfa, also Milo, Maize, Kaffir, Fetereta dwarf and Standard Broom corn seed. H. S. Darr & Co., Lakin, Kans.

MAMMOTH, MEDIUM AND ALSIKE CLOVERSEED: Early Brown and Hollybrook Soy Beans. Inquiries solicited. NEWTON BUSENBARK GRAIN CO., Crawfordsville, Ind.

OUREN SEED CO.

Council Bluffs, Iowa
Buy and Sell Red, White and Alsike Clovers, White and Yellow Blossom Sweet Clover, Alfalfa, Red Top, Blue Grass and all Seed Grains

The J. M. McCullough's Sons Co.
BUYERS—SELLERS

Field and Garden Seeds
Cincinnati - - - Ohio

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS

Milwaukee, Wisc.

"THE HOUSE OF QUALITY"

COURTEEN
SEED CO.

Milwaukee,
Wisconsin

Clover, Timothy, Grass Seed
Grain Bags

L. Teweles Seed Co.

MILWAUKEE, WIS.

Grass and Field Seeds

The S. W. Flower Co.

Wholesale

FIELD SEED

Merchants

Specialties

Red Clover, Timothy

Alsike

TOLEDO
OHIO

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited

Send us your samples

TOLEDO, OHIO

LOUISVILLE SEED COMPANY

Incorporated

Louisville, Ky.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES

HENRY HIRSCH

Wholesale Field Seeds

Clover—Alsike—Timothy—Alfalfa

Our Specialty

All Other Field Seeds

Toledo - - - Ohio

Field and Grass
Seed Trade Directory

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., field seeds.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., field seed merchants.

Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

North American Seed Co., wholesale grass & field seeds.

Teweles Seed Co., L., seed merchants.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.

Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.

Flower Co., The S. W., seed merchants.

Hirsch, Henry, wholesale field seed.

Toledo Field Seed Co., The, clover, timothy.

A Trial Order

GRAIN
DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find Two Dollars.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

HAY WANTED.



SEEDS FOR SALE—WANTED

Alfalfa, Blue Grass, Clover,
Sudan, Millet and Cane
RUDY PATRICK SEED CO.
Kansas City, Mo.

Missouri Grown Blue Grass
Kansas Grown Alfalfa, New Crop
We are now prepared to accept orders for both
TOBIN SEED CO.
KANSAS CITY, MO.

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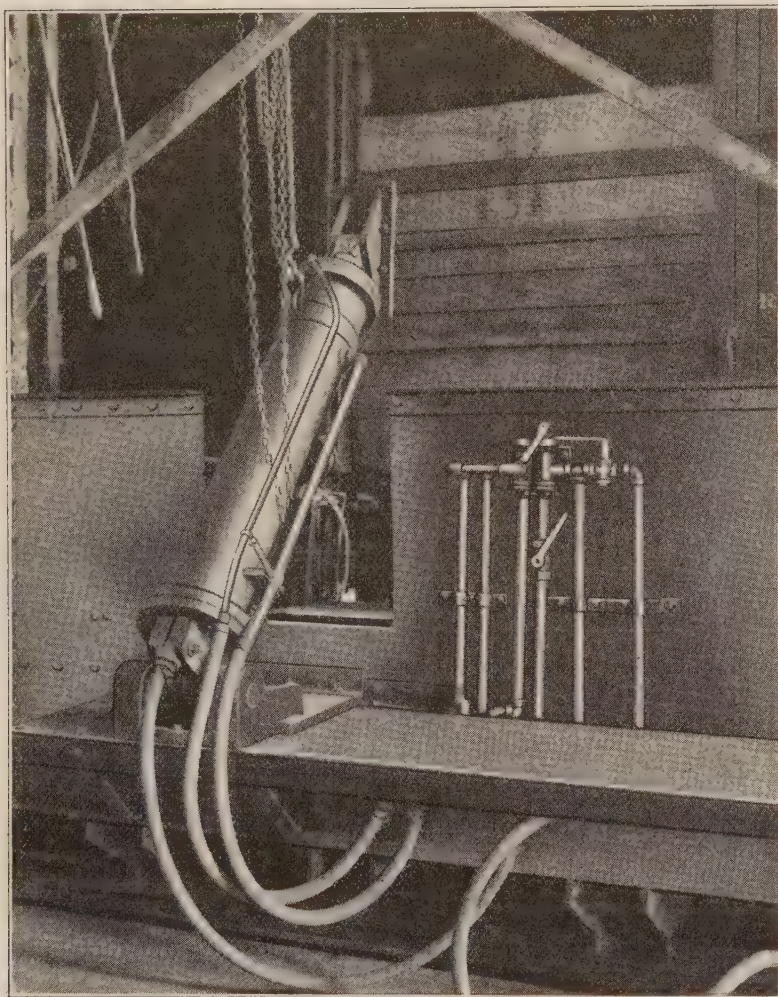
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car lots or less. Annual in the North, Perennial in South. SUDAN GRASS SEED annual everywhere. Good everywhere. Cheap everywhere as against seeding any crop of its group. Cow Peas, Mexican June Corn, Sorghum Seed, Shallu and hulled White Blooming Biennial Sweet Clover Seed. Get our prices. We can care for you.

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The Peterson Pneumatic Grain Door Remover

Grain doors
removed in less
than
two minutes

One man operates

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G-E Motor Drive Throughout

G-E Motors Drive

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 Car Shovels
 Belt Conveyors
 Screw Conveyor
 Receiving Legs
 Shipping Legs
 Marine Legs
 Bleacher Legs, etc.
 Cleaners
 Clippers
 Separators
 Drier Fans, Blowers, etc.
 Dust Packers, etc.
 Dust Sweeping System
 Electric Elevators

About 150 Motors
 From 5 h.p. to 140 h.p.

Representative of the largest and most modern of grain handling plants is this new elevator of ten million bushels capacity, operated by the Armour Grain Company.

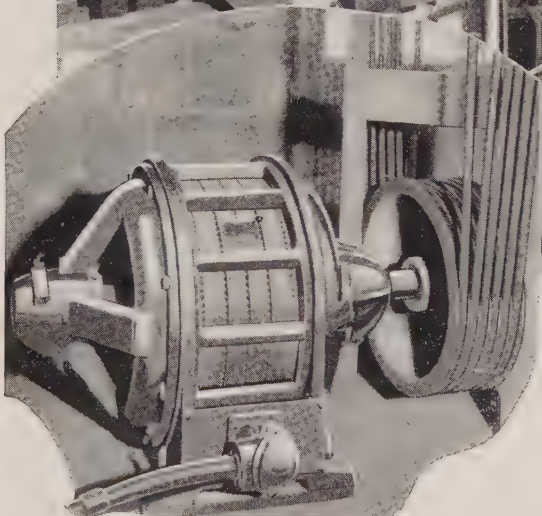
The successful motor drive of its equipment is the keystone of activities in this great plant. That the successful operation of other big modern grain elevators in the United States and Canada is also linked with G-E Motors, evidences the opinion of reliable elevator builders toward G-E equipment.

To all designers, builders and operators of grain handling plants the installations of G-E Motors throughout this terminal elevator have definite significance—**DEPENDABILITY.**

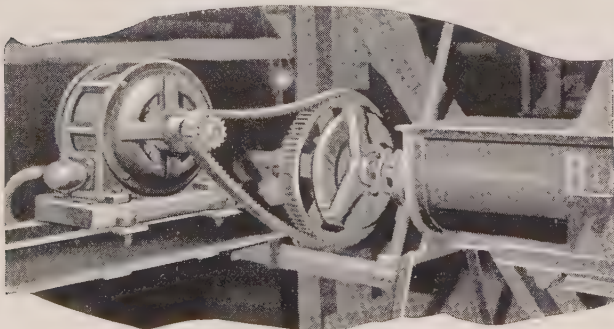
The General Electric Company offers the abilities of its engineers and the facilities of its factories in the successful working-out of the motor and complete electrical requirements for grain elevators.

General Electric
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Five Million Bushels a Day



One of the two G-E Squirrel-Cage Induction Motors, Rope Drive, driving the two big reversible cross belt conveyors on the distributing floor of working house.



G-E Squirrel-Cage Induction Motor, Chain Drive, driving 18" screw conveyor delivering grain from bleachers to storage bins.

All Conveyors Are

On these two pages are pictured representative installations of G-E Motors driving grain conveyors in the huge C. & N. W. Terminal Elevator.

These are more than pictures of motor drive—they are the evidence of successful motor service in maintaining the tremendous flow of grain necessary to the plant's efficient operation. Dust proof bearings on G-E Motors reduce the fire hazard to a minimum. These bearings are easily accessible for oiling and inspection.

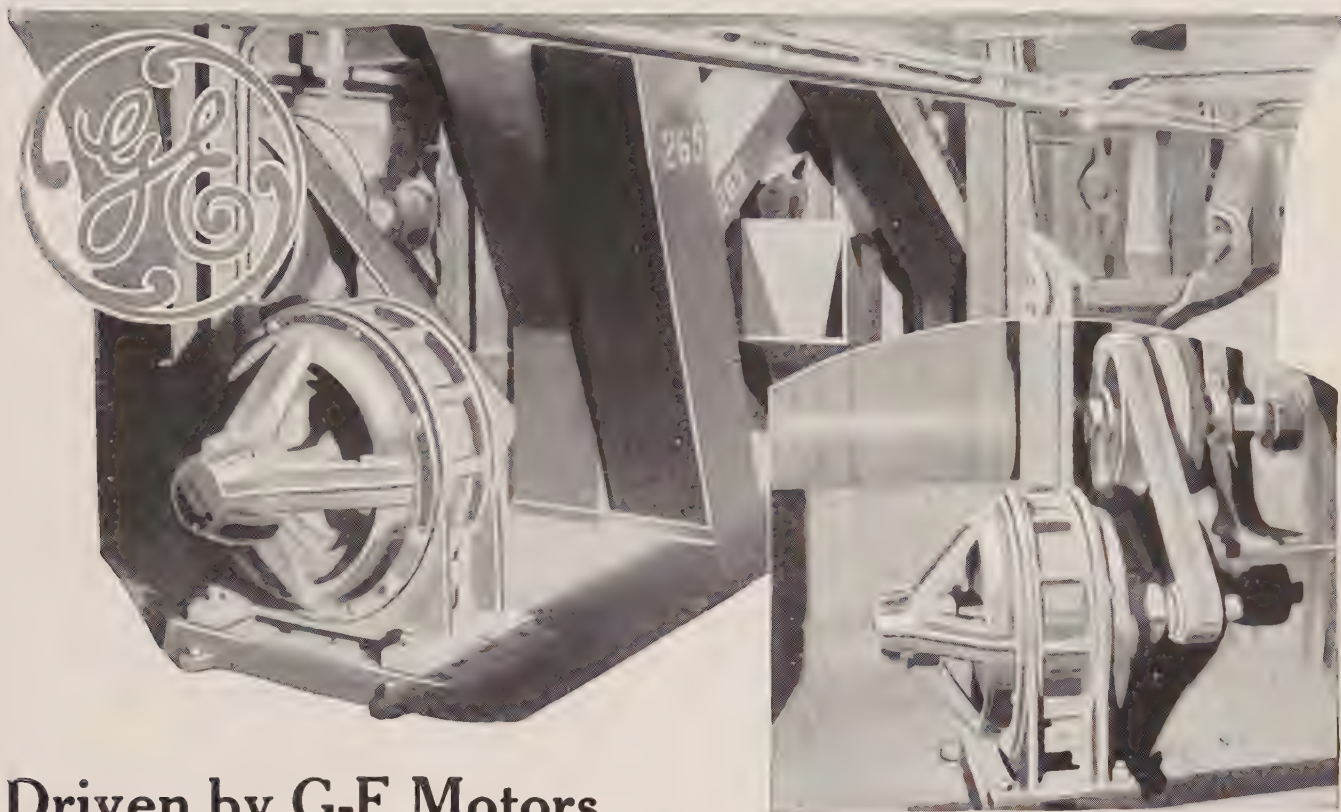
In the Track Shed, G-E Motors drive six 36" belt conveyors which receive grain from cars at the rate of 36 carloads (60,000 bushels) an hour.

In the River House, G-E Motors drive two 42" belt conveyors which are in the cupola and basement, and run full length of the house—over 270 ft.

G-E Motors drive the two big cross belt con-

GENERAL

Is the Rate of Grain Handling



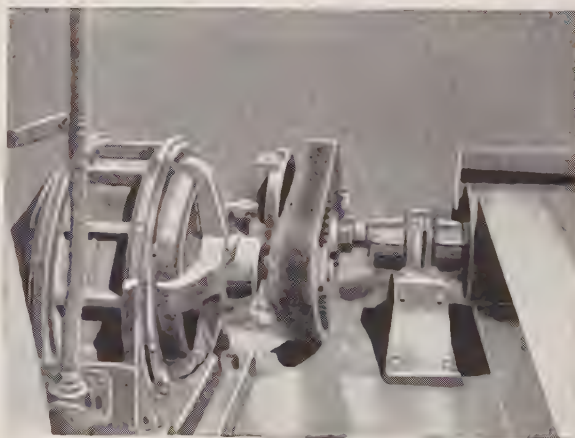
Driven by G-E Motors

veyors on the distributing floor of the Working House. These conveyors receive grain from scale hoppers. During the grain season rush, the strain of severe service twenty-four hours a day fully tests the worth of G-E Motors—and they stand the test, year after year.

Over the Storage Bins are seven 42" belt conveyors carrying grain from the Working House to the Storage Bins. Through tunnels under the Storage Bins run the eight 42" belt conveyors which receive grain from the Storage Bins and deliver to shipping legs of the Working House or River House. G-E Motors drive these conveyors.

At G-E Sales Offices in all large cities are engineers who will readily give cooperation in fitting G-E Motors to grain elevator requirements. Ask them to help you.

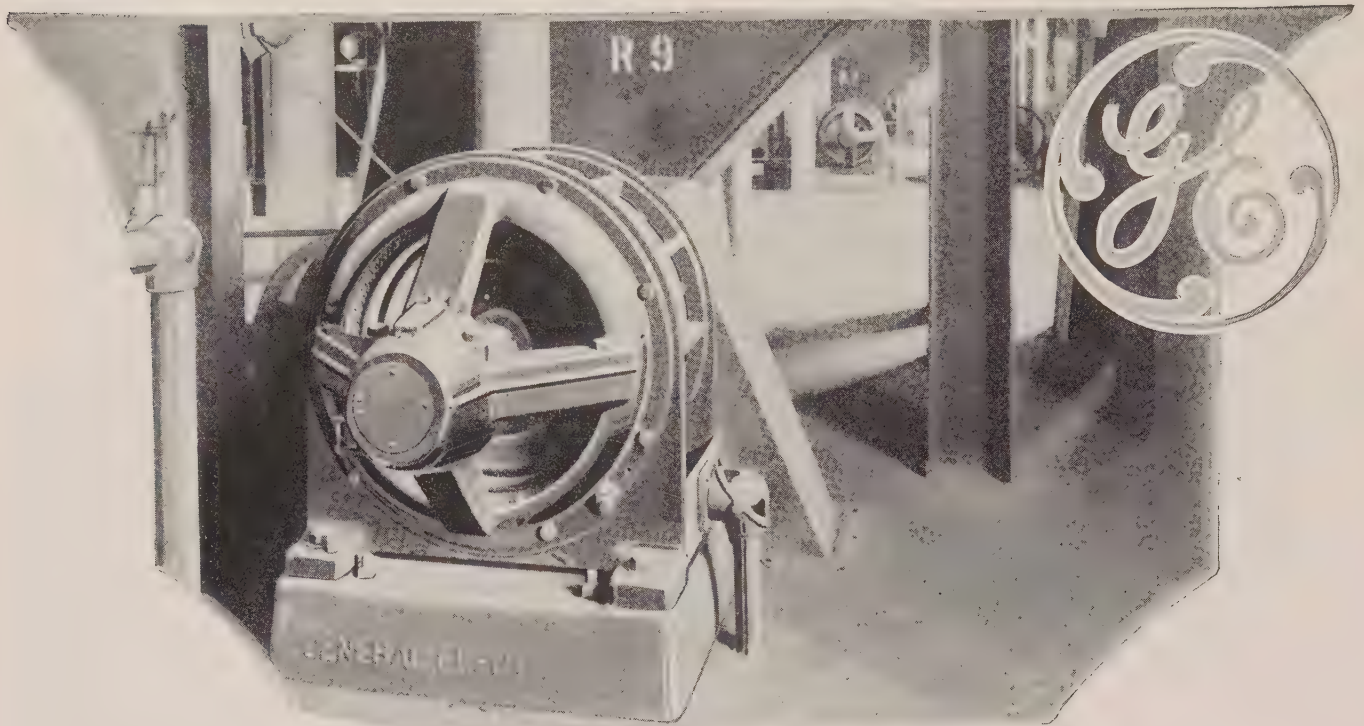
G-E Squirrel-Cage Induction Motor, Chain Drive, driving 42" reversible belt conveyor for distributing grain in story over storage bins. The main picture is a view of part of the complete installation of G-E Motors for this work.



G-E Squirrel-Cage Induction Motor, Chain Drive, driving 42" reversible belt conveyor in basement of River House. A similar equipment is in the cupola.

ELECTRIC

Over 50 Legs for Handling Grain



Part of installation of six G-E Squirrel-Cage Induction Motors, Rope Drive, each driving the head pulley of a receiving leg in the working house. Each leg elevates grain at the rate of 25,000 bushels an hour.

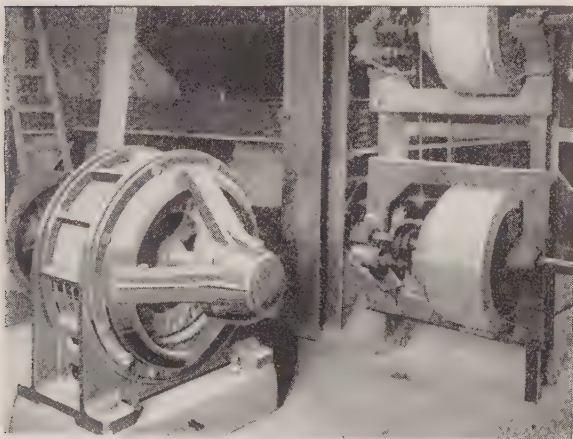
A G-E Motor to Each Leg

The legs of the C. & N. W. Terminal Elevator provide for the rapid and efficient handling of large quantities of grain. There are 6 receiving legs—6 shipping legs, 8 cleaner legs—8 separator legs—5 clipper legs—3 screening legs—1 barley leg—2 drier legs—4 legs which re-elevate dried grain to spouting floor—3 bleacher legs—6 legs in the River House—and the marine leg.

The successful operation of this equipment puts a real job up to the motors driving it. But G-E Motors are equal to every emergency—and that's why they're installed in this mammoth grain elevator.

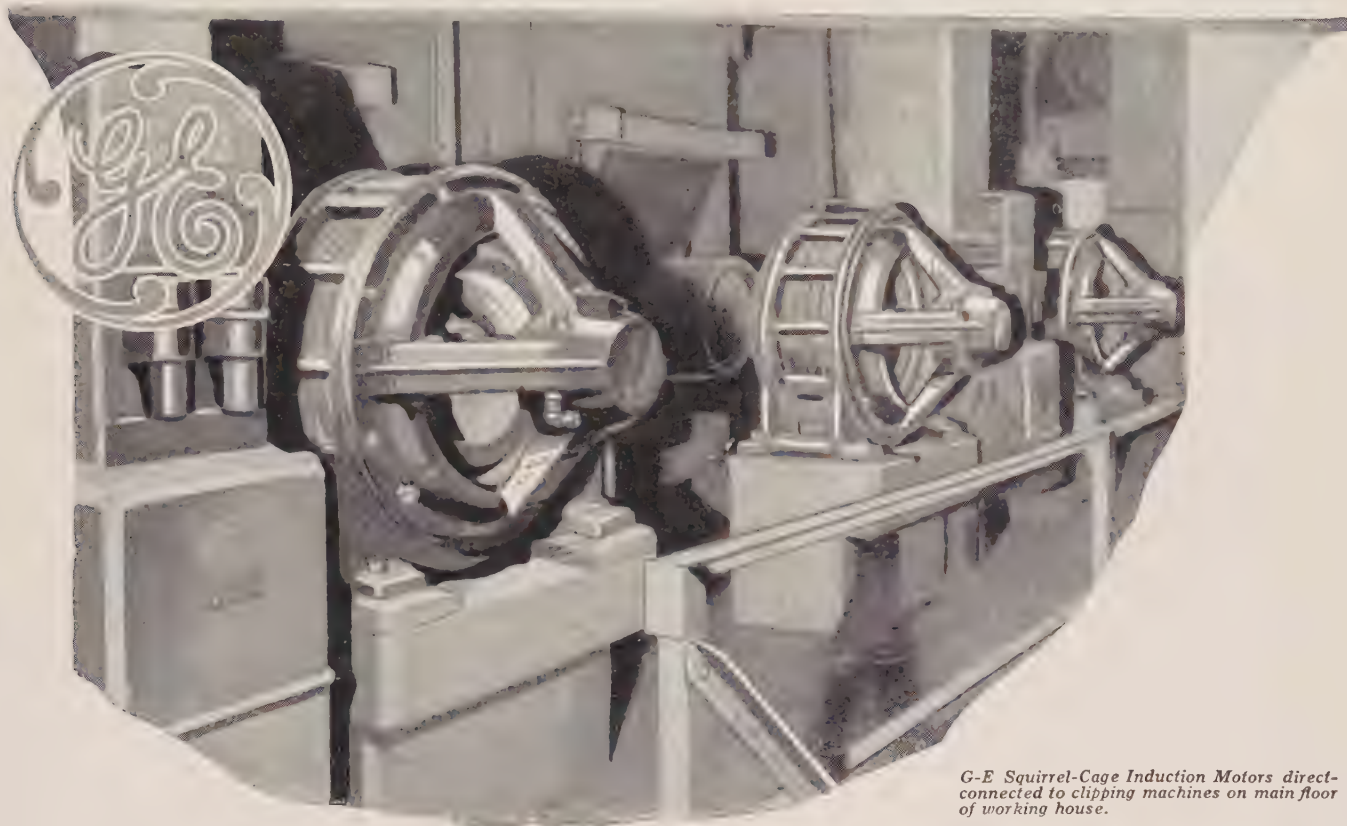
The big margin of safety in their mechanical design is provided by oversized shafts, large bearing surfaces, rugged frame construction. And their superior electrical characteristics clearly show in their ability at all times to handle the loads switched onto them.

Ask the engineer in the G-E Sales Office in any large city near you to work out your leg drive problems with you. He will gladly do it.



G-E Squirrel-Cage Induction Motor, Rope Drive, driving the moving mechanism of the marine leg in the river house. A G-E Motor also drives the head pulley of this leg.

Grain Cleaner Equipment of 40 Machines



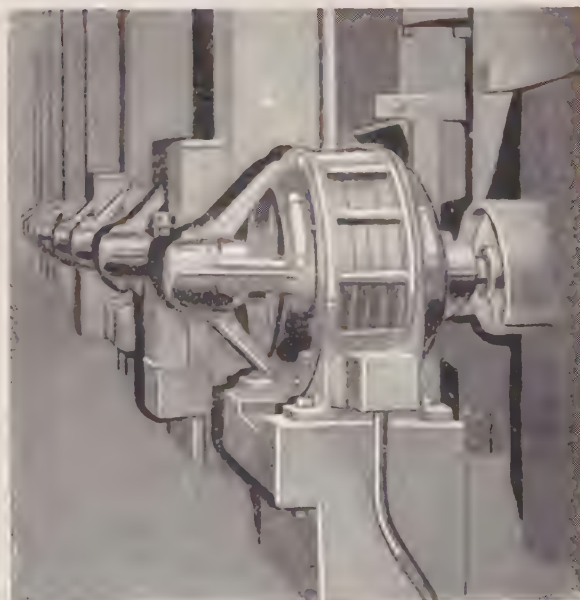
G-E Squirrel-Cage Induction Motors direct-connected to clipping machines on main floor of working house.

Most Efficiently Motored

The cleaner equipment in the C. & N. W. Terminal Elevator is a model of modern motorization—each machine is direct-connected to a G-E Motor. The cleaners, clippers, and separators are located on the first floor of the Working House, and by this method of direct-connected motor drive the most flexible, efficient, and economical operation of them is secured.

In grain handling plants, the item of space available for equipment is of considerable importance. Many times by connecting the motor directly to the machine much valuable space is saved and transmission losses are largely eliminated.

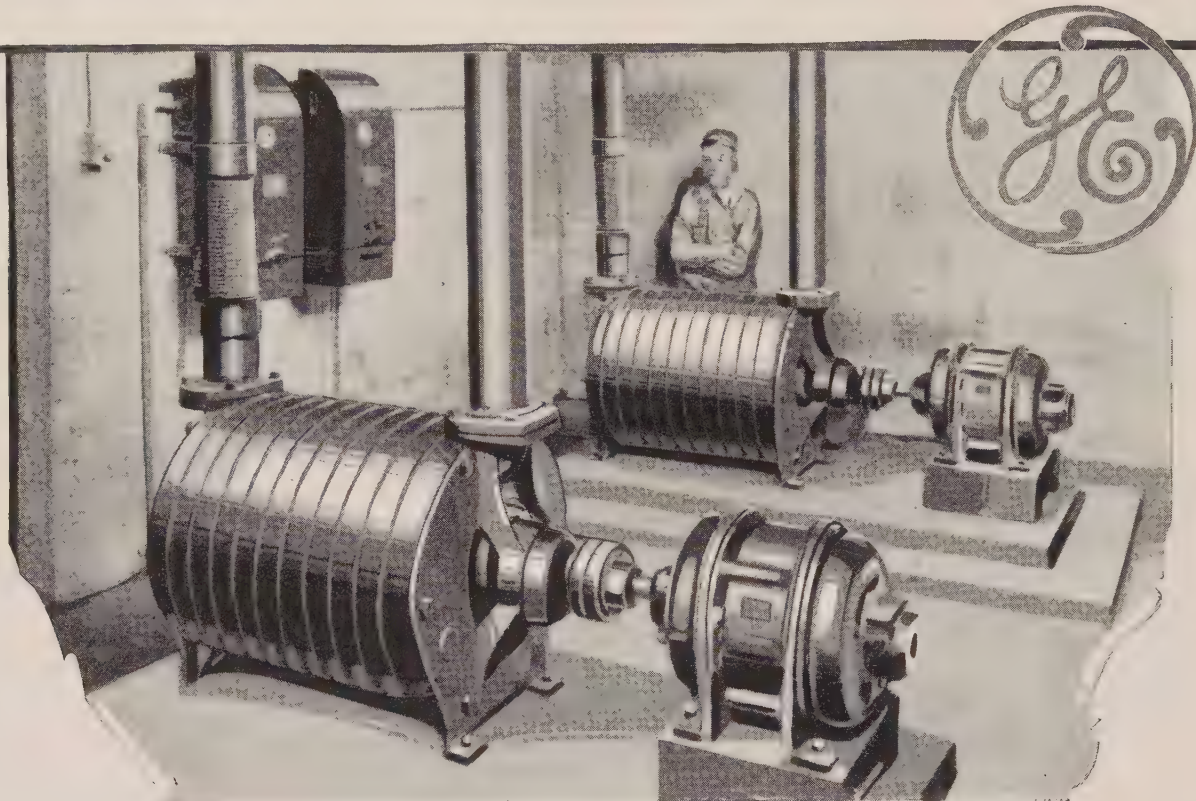
Ask the engineer in the G-E Sales Office in any large city near you to give you full details of the direct-motor-drive advantages for cleaner equipment. You will find him ready to cooperate.



Part of installation of 20 G-E Squirrel-Cage Induction Motors each direct-connected to clipping machine on main floor of working house.

ELECTRIC

Protecting Life and Property



Pneumatic Dust Sweeping Equipment Driven by G-E Motors

The latest precaution against grain dust explosions has been taken by the operators of the C. & N. W. Terminal Elevator through the installation of the B. F. Sturtevant Company's high pressure pneumatic dust collection equipment for collecting dust from floors, walls, etc.

This pneumatic sweeping system is one of the largest high pressure dust collecting systems ever installed and is the first successful installation of this sort in a grain elevator. It has sufficient air capacity to maintain the requisite pressure with 16 nozzles in operation at one time. Each of the four vacuum generators is direct connected to a G-E Motor.

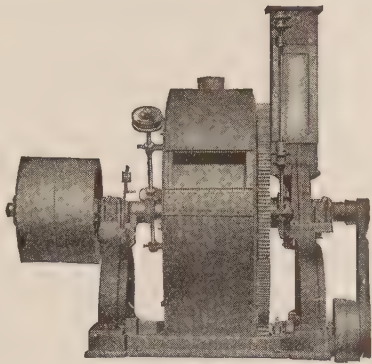
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FOR PEARLING BARLEY PEPPER WHEAT

Use Triumph Pearlors if you want to produce pearled barley, or wheat or pepper. They will turn out a product that cannot be beaten.

Full information gladly furnished those interested

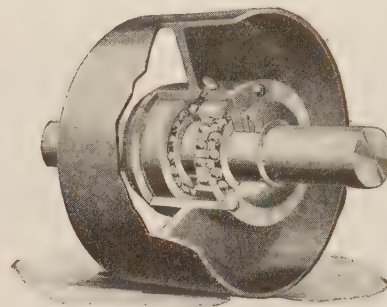
THE C.O. BARTLETT & SNOW CO.
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BALL BEARING LOOSE PULLEYS

and ELIMINATE all Loose Pulley troubles. Will interchange with present pulleys. No trouble to apply. Tighten one setscrew.

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WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

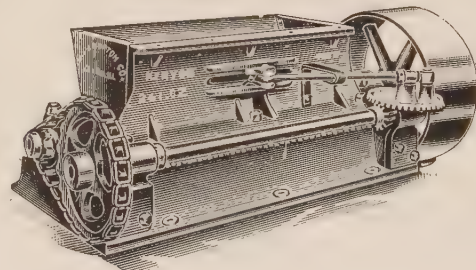
Account Books	Grain Tables
Attrition Mill	Lightning Rods
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Bags and Burlap	Manlift
Bearings { Roller	Moisture Tester
Ball	Mustard Seed Separator
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Bin Thermometer	Oat Clipper
Boots	Oat Crusher
Buckets	Pneumatic Conveying Equipment
Car Liners	Portable Elevator
Car Loader	Power { Oil Engine
Car Mover	Gas Engine
Car Puller	Motors
Car Seals	Power Shovel
Cleaner	Radio Equipment
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Coal Conveyor	Renewable Fuse
Corn Cracker	Sample Envelopes
Conveying Machinery	Scales
Distributor	Scale Tickets
Dockage Tester	Scarifying Machine
Drain Circulating Pump	Self-Contained Flour Mill
Dump	Separator
Dust Collector	Sheller
Dust Protector	Siding-Roofing { Asbestos
Elevator Brushes	Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Speed Reduction Gears
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Fire Barrels	Spouting
Fire Extinguishers	Testing Apparatus
Friction Clutch	Transmission Machinery
Grain Driers	Transmission Rope
	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago

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CRUSHES

Soft Corn—Husked Corn
Hard Corn—Snapped Corn
75 to 100 Bushels Per Hour
to size for your grinder

Unbreakable Saws

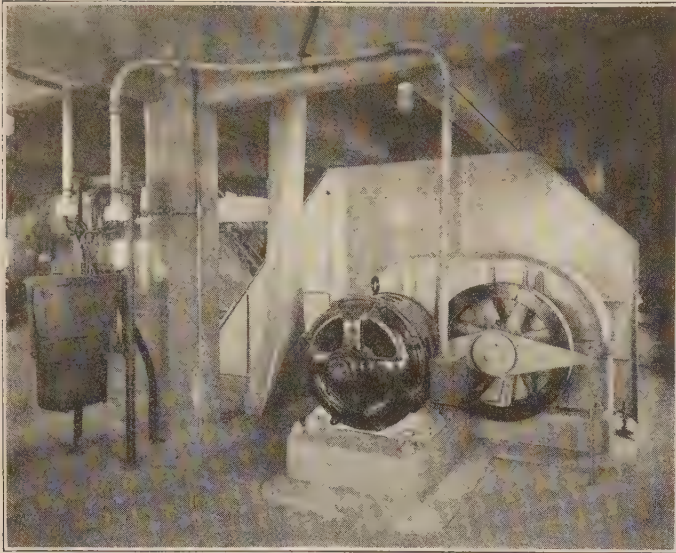
Horseshoes, bolts, etc., have no effect on blades. So strongly built that one elevator operator wrote he had secured—

Nine Years' Service—No Repairs

The big corn crop will mean more feed grinding—Are you ready for this profitable work?

Write for Bulletin No. 8

Burgess-Norton Mfg. Co. 535 Richards St.
GENEVA, ILL.



One of nineteen Falk Herringbone Gear Elevator Head Drives installed in the Northern Central Elevator at Canton, Baltimore, Md. for reducing speed of motors.

FALK HERRINGBONE GEARS

The exacting requirements of efficient grain elevator operators who want a safe, certain and mechanically perfect drive are best met by Falk Herringbone elevator head drives.

—they effect substantial savings by preventing power losses.

—they give proper operation of the head pulley shaft.

—they reduce fire hazard and personal injury risk.

Send for your copy of our new Herringbone Gear Bulletin—No. 31.

Our highly specialized engineers will be glad to supply you with specific information on your next power transmission problem.

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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, FEBRUARY 10, 1923

EMBARGOES against further shipments of grain to eastern seaports daily remind would-be shippers of the west that every Atlantic port is in distressing need of more commodious grain elevator facilities.

THE TAX EATERS are becoming so numerous and so greedy business men will soon be forced to take an active part in politics in order to save anything from their business incomes for themselves. Notwithstanding the adoption of the budget system and the loud cry for economy at Washington the number of feeders at the public crib continues to increase.

WHEN your elevator is full of grain and cars are not obtainable it would be the part of discretion to employ a night watchman, and install a few extra barrels of calcium chloride solution at convenient points so he can easily extinguish fires in their incipency. The extra cost would be small and the fire insurance companies would be glad to contribute for the extra protection to your property.

PRIVATE enterprise in industry has this immense advantage over government operation that a private enterprise must be made to pay or it will be abandoned, as it should be. If the 200 miles of the C., P. & St. L. Railroad were operated by the government no one would be permitted to discover that it was losing money, and if it was its operation would be continued at the expense of the taxpayers. The taxpayer has a broad and strong back, as the immense throng of taxeaters now riding on his shoulders joyously testify.

YOU CAN help to save \$360,000 for the taxpayers by writing your representatives in both houses of Congress protesting against the amendment to the Agricultural Appropriation bill, which provides this amount of money to buy worthless seeds for free distribution by vote chasing Congressmen.

OVERLOADED grain storage tanks and bins continue to burst reminding us that a few barn builders and silo pourers are still enjoying the confidence of the uninformed grain dealers. If you want a grain handling plant which is to prove a success don't expect to get it by employing a cheap makeshift for a designer and builder.

HEAT DAMAGED wheat has caused country shippers of winter wheat so much grief all are now straining their eyes to find the percentage in each lot presented for sale. If the hair splitters who formulate the grading rules persist in their fine discriminations every wheat buyer will soon need a modern laboratory to classify his purchases accurately.

TELEPHONE RATES in New York City and its suburbs are threatened with reduction by the Public Service Commission. Grain dealers in all sections of the land have paid war rates and war taxes on telegraph and telephone messages so long they have almost come to look upon the present rates as being just rates. When they persist in protesting against existing rates and in demanding fairer rates some reduction may be expected but none can be hoped for so long as patrons pleasantly pay their bills.

A VICIOUS CIRCLE of higher wages, higher materials, higher crops and higher costs of everything looms before us, in the opinion of leading merchants. Consumers resistance is expected by the merchants to act as a brake, but the buying power of the public will not be exhausted easily, since the higher wages are so generally distributed in the coal mines, auto factories, railroad labor and the building industry. To deal with the rising costs of doing business the grain dealer will need to watch his margin of profit, to see that it covers all expenses.

THE EQUITY RECEIVERSHIP proceedings call attention to the inherent instability of a house built on the sands of envy, jealousy and hate. The same psychologic taint that leads men to attack existing marketing machinery with destructive intent later leads them to attempt to disrupt their own organization. Each man has his bent. An inventor will continue to busy his brain with new inventions, and fail to perfect what he has already devised. The agitators who promote co-operative enterprises will continue to agitate. It is charged by the agitators against one another that they solicited new stock subscriptions when they were bankrupt. The rock on which the Equity seems about to split is the outcome of a wheat pool, with which the poolers are dissatisfied. The Equity charged too big a commission for handling the wheat, it is alleged; and besides, now that the price of wheat has advanced every farmer in the pool knows he would have gotten more for his grain if he had stayed out of the pool.

NO LAW prevents bakers from combining in a centralized agency to buy flour, as they are doing; but millers feel it an injustice that the laws prevent them from combining to centralize their selling.

DIFFERENCES over leases for elevator sites on railroad right of way will be arbitrated before the Public Utilities Commissions of Kansas, Illinois and Indiana if the Iowa law is adopted by the legislatures of these states. The law has proved a great protection to Iowa elevator men operating elevators on railroad rights of way and should help them in other states.

PROPERTY OWNERS generally will be grieved to learn that the calendar year 1922 established a new record for fire losses, exceeding every year except the one swelled by the losses of the San Francisco earthquake. The increased number of fireproof buildings does not seem to effect any marked reduction in the total fire losses. The trouble is property owners are just as careless and indifferent with the first principles of fire prevention as ever. When the individual policy-holders take it upon themselves continuously to exercise greater care to keep down their fire losses they can obtain the reduction in fire insurance cost which they covet.

MAGNETIC SEPARATORS have long been used in flour mills to keep particles of metal out of the rolls not only for protecting the rolls but for preventing sparks and explosions. The elevator man being new to the feed grinding business has not taken the necessary precautions to keep tramp iron out of his mills and mixers. The result is that some are paying dearly to learn that the toleration of particles of iron is accompanied with much danger. An explosion of grain dust in a feed mixer at St. Charles, Ill., recently resulted in a fire which destroyed the entire plant with a loss of over \$50,000. Magnetic separators will remove all this iron if properly placed. If you want to save your plant from destruction adopt all precautions against the known hazards.

FROZEN water barrels afford no fire protection so the inspectors of the Tri-State Mutual have been forced recently to increase the rates on a number of grain elevators in the Northwest. It is so easy to prevent the freezing of fire fighting solution in water barrels and at the same time increase the efficiency of the solution that one would not expect a grain dealer who is alert to his own interests to permit clear water to be stored in fire barrels during the winter months. A strong solution of calcium chloride will not freeze, hence is ready for use at any temperature and when it is used for extinguishing fire it is far more efficient than clear water. The Farmers' Elevator at Earlham, Iowa, was saved recently through the prompt use of several small extinguishers which had been placed at convenient points. An overheated motor started the fire but an ice cold non-freezable solution quickly extinguished it. If you are really anxious to protect your property do not deceive yourself by being satisfied with fire barrels full of ice.

KANSAS is now threatened with state storage elevators for farmers grain so it can be held in the front show window. This will help would-be buyers to get an accurate knowledge of the available supply in excess of the country's needs, but it will not insure foreign importers paying a penny more than at present.

FAKIRS desiring to swindle Kansas wheat growers by promoting a state selling agency with big terminal elevators and all the other expensive paraphernalia of the central marketing idea will find help in a report just issued by the State Board of Agriculture and written by the assistant sec'y of agriculture of that state in which he advocates the establishment of a state selling agency for the grain products of the state.

OHIO directors of co-operative elvtrs. who have been meeting with the promoters of the proposed "statewide co-operative grain sales agency," seem to have overlooked the fact that the elevator managers were hired to sell all grain bot, upon the presumption that they were competent to conduct the sales end of the business. The managers will be held responsible to their employers for the success of their respective companies and blamed if the managers of the pool fail to realize a satisfactory price for the grain shipped. Meddling directors are to blame for more co-operative failures than all other factors combined.

THE STOCKHOLDERS of the Earl Park Farmers Elevator Co., Earl Park, Ind., being confronted by 14 different law suits in which 10 different firms of lawyers were employed levied an assessment aggregating over \$25,000 and settled up the liabilities of their mis-managed corporation. No doubt the directors of this company are still laboring under the impression that they know all about the grain business and can run an elevator with or without an experienced manager. The complaint of the manager whose grief is reflected in "Letters" this number tells of another case where the directors have not sufficient confidence in the ability of their manager to let him alone. Interminable meddling often wrecks the company and brings much grief to the directors.

STATE-OWNED elevators for Missouri are proposed by a member of the legislature, to "aid the farmer by storing his grain at a minimum cost to give him time to market it." To the extent that the building and operation of elevators at country stations is profitable private capital of grain dealers and farmers co-operative companies is building the elevators that are needed. Nothing is easier than to interest private capital in the construction of a grain elevator at a station promising even a moderate volume of business. Why then, force the state into the construction of elevators at points where no elevators now exist, because they would be unprofitable? The most extensive experiment in state ownership of country elevators was thoroly tried out in Manitoba many years ago and abandoned after a heavy loss.

TAXATION has increased to the point where railway freight rates can not be reduced to pre-war levels, one Southwestern road alone having its taxes increased from \$4,438,000 in 1912 to \$14,863,000 in 1921. The irony of it is that some of the increased taxes on railroad capital go to build up competing transportation in the form of roads for automobile trucks and that the municipal bonds sold to pay for the competing roads are exempt from taxation.

EMPLOYMENT of boys to work in grain elevators has been proved to the satisfaction of one Illinois elevator operator to be poor business policy, especially when the boys so employed have younger playmates who throw clutches that start the machinery. As reported elsewhere in this number of the Journal the Supreme Court of Illinois has affirmed a judgment against the operator for the death of the boy, but such compensation is entirely inadequate to the bereaved father and mother. For their own good all boys should be ruled out of the elevator by the grain dealer who is aware of the suffocation and moving machinery hazards, and the eagerness of the average lad to "fool" with machinery.

Causes of Grain Car Leaks.

Grain shippers generally will be grieved to learn that the calendar year of 1922 has not favored the grain trade with any reduction in the number of grain laden cars found leaking grain at destination. The two factors responsible for the increase is no doubt the Shopmen's strike and the scarcity of grain tight box cars which induced many shippers to overload the cars they did obtain. The Weighing Department of the Chicago Board of Trade reported 19,617 cars leaking in 22,183 different places. During the previous year it found 18,929 cars leaking at 20,409 places.

Notwithstanding cars loaded out in 1922 were more heavily loaded than the previous year the leaks at grain doors numbered only 2,893 against 4,112 the previous year and but 2030 were leaking over the grain door in 1922, while 2,784 were found leaking over the grain door during 1921. If grain shippers continue to increase their vigilance in cooping, the leaks around the grain doors may be reduced to zero. The leaks through sides last year numbered 7,532 against 5,369 the year before; at ends 2,955 against 2,754; king bolts 29 against 23 and at draw bars 534 against 503 in 1921. These figures show very clearly that the increased number of leaks is traceable direct to the unusually poor condition of the box cars tendered for grain shipments.

During the first six months of 1922 the weighing department found 7,104 leaks in 6,551 cars, while during the last six months when the cars were used without repairing and overloaded 15,079 leaks were found in 13,066 cars.

Through the extensive use of car liners shippers have greatly reduced their losses and if all roads provided this protection no doubt the number of leaks would be reduced to very small figures. The expense to the railroads for liners is so small that one would expect carriers generally to be willing to provide

liners to reduce the loss claims and the expense of operating a large claim checking department. No doubt if all shippers would push their loss claims more vigorously, many more of the carriers would be forced to provide grain doors and car liners for all grain shippers. Shippers who are not so provided at present would hasten the day by making frequent requests for such material and pointing out their inability to put cars in condition to transport grain without good grain doors and liners. If some roads find it profitable to provide a plentiful supply of grain doors and car liners to shippers why should it not be proved profitable for all grain carrying roads?

Stepping on His Own Tail.

Senator Kessinger of Illinois has introduced a bill which he fondly imagines will cost the speculators on the Chicago Board of Trade one-eighth of one cent per bushel on each transaction for future delivery. He estimates that his tax will raise \$20,000,000 a year, derived from speculators only.

His argument in favor of the bill is one of class legislation. He states that the bill if enacted by the state legislature will take a great burden of taxation off farm lands. In other words, dairymen, stockmen and fruit growers are to be benefited at the expense of the dealers in grain for future delivery.

Far from being a benefit to the farmers the proposed law would be in every respect harmful. Grain dealers and speculators do not, or if they attempted to do so, could not for any length of time, pay rents, income taxes, office hire and postage out of their own pocket. These expenses are taken out of the margin of profit, which is increased to meet increased expense. Senator Kessinger's one-eighth of a cent per bushel would be taken out of the grain growers on the one hand and the consumers on the other. Every cash grain handler hedging grain directly or dealing with buyers who hedged, would have this tax to pay.

Traders in the pit now take on a trade, perhaps made for a country grain dealer, as a hedge, where the expected profit to the pit trader is one-eighth of a cent, just the amount of the tax. With the tax to pay the pit trader will hold off from buying until the representative of the country seller offered the grain one-eighth lower. The farmer might not know he paid the tax, but he would be made to pay it nevertheless.

If the tax is so burdensome that it becomes cheaper to trade on the Minneapolis Chamber of Commerce the citizens of Illinois representing the farmers of the state will pay the additional telegraphic expense to reach the Northwest, and Illinois and Chicago will have neither the tax nor the futures market, thanks to a misguided wiseacre.

If the Senator succeeded in his effort to kill off the speculators as a class the only result would be to compel cash handlers, millers and exporters of Illinois to carry their own risks of market fluctuations and to take a wider margin of profit off the farmer to cover the increased hazard to them. Any farmer who encourages the Senator in his uneconomic legislation is endorsing an extra tax for his own grain.

Radicals Will Study Railroad Problems.

Someone with a forgiving heart is disposed to overlook the ignorance of the radical senators whose wild proposals for improving the transportation conditions has made them the laughing stock of men familiar with the real problems involved. So for the education of these senators it is proposed to create a special presidential commission to be composed of wise men like Capper, Gooding, Couzens, Norbeck, Brookhart and Ladd to join with representatives of those interested in improving the transportation conditions in investigating transportation problems and prepare their report for presentation at the December meeting of the new Congress.

This should give the shippers, the producers, the railroads and the labor unions as well as the representatives of men who have been so indiscreet as to invest their money in railroad securities a chance to imbibe a little wisdom from the sad experiences of one another.

While the bias of the senatorial investigators may make it difficult for them to rise above their prejudice and accept new information it will surely have a tendency to tone down their radical remedies. Most of these lawmakers have so little understanding of practical business problems their education will be in the interest of the entire nation.

Will Attempt to Fix the Price of Wheat.

Once again it is proposed to have the Federal Government try its hand at bidding defiance to the laws of supply and demand.

Senator Gooding of Idaho has introduced a wonderful stabilization bill which is designed to create a Government Wheat Stabilization Corporation with a capital of \$300,000,000. The corporation will be controlled by the Secretary of Agriculture and two directors appointed by the President and it will be their impossible task to fix the basic price of No. 1 Northern Spring Wheat at \$1.75 per bushel.

Wheat importations for domestic consumption would be embargoed for three years and the corporation would also be authorized to facilitate the movement of wheat over railroads to "prevent monopolization, speculation and private control of crops and to discourage the imposition of injustice and unfair storage charges, commissions and profits."

If some dreamer from the psychopathic ward sent such a bill to Congress it might be passed by without notice, but sad to relate this very bill has been favored unanimously by the Agricultural Committee of the Senate. As this Congress ends March 4, the ridiculous bill has little chance of passage, but the Agricultural Committee has endorsed this piece of bunk leaving those who would expect to benefit by the bill to believe that the entire committee recognizes the injustice complained of in the bill and considers feasible the impractical remedy proposed.

When last the Federal Government attempted to regulate the price of wheat it had the hearty co-operation and support of the grain dealers and millers. Any new attempt at interference with the regular functioning of the wheat trade in these piping times of peace would be met with opposition. When the government attempted to regulate the price of wheat before the civilized world was at war, now many of these nations are busy producing wheat and our surplus must be sold in competition with their surplus and in utter disregard of any laws, edicts, or piffle emanating from the Senate or the Department of Agriculture. When the intelligent citizens of the land vote with more discrimination we may hope to have fewer idiotic laws spread upon our statutes.

Elevator Fire Losses.

The Grain Dealers National Mutual Fire Insurance Co., which has just completed its 20th year of writing fire insurance on grain elevators, flour mills and their contents suffered 120 losses during the calendar year of 1922. Forty-five of these losses were total, 65 partial loss and in ten fires no claim for damages was filed. The company paid fire losses which occurred during the year amounting to \$342,916.00.

Fifteen of the eighteen fires credited to unknown causes originated in the interior of the building. The eighteen fires credited to unknown causes resulted in a fire loss of \$111,849.00. The known causes of the other 102 fires were classified as follows:

LOSS RECORD—ELEVATORS AND MILLS FOR 1922.

	No.	
Automobiles and Motor Trucks....	1	\$ 33.47
Cob Burners and Cob Houses		
Burning cobs fired cob spout....	1	\$ 175.00
Spontaneous combustion in wet cobs	2	3,288.16
Cob house	5	31,171.77
Total.....		\$34,634.93
Electrical Hazard		
Choke caused by power going off....	1	\$ 4.80
Defective electrical equipment....	1	No claim
Electric motor	1	No claim
Choked cleaner retarded motor....	1	460.00
Total.....		\$ 464.80
Explosions, Dust	1	\$ 207.11
Exposure		
Exposure from burning elevators....	3	\$ 319.66
Careless smoking fired exposing barn	1	137.56
Exposure from burning stable....	1	87.50
Bonfire	1	110.09
Burning pummies adjacent to warehouse	1	935.65
Burning weeds on R. R. right of way	1	15,709.86
Exposure from hay barn.....	1	1,452.37
Exposure from drug store.....	1	57.84
Total.....		\$18,810.53
Flues and Stoves		
Leg on stove broke.....	1	\$ 400.00
Defective flue	1	11.72
Pan of oil on stove to warm, boiled over	1	175.00
Stoves	3	4,374.39
Total.....		\$ 4,961.11
Friction		
Hot box on cleaner.....	3	\$13,069.88
Hot bearing on shaft.....	3	\$13,533.12
Friction in screw conveyor.....	1	64.91
Elevator stand	4	13,679.83
Total.....		\$40,347.74
Gasoline Engine		
Backfire	4	\$ 6,754.33
Exhausting in engine room.....	2	7,499.82
Exhaust pipe in contact with woodwork	1	2,000.00
Total.....		\$16,254.15
Incendary	2	\$ 5,363.80
Lightning	20	\$17,072.63
Locomotive Sparks	14	\$64,625.63
Machines and Machinery		
Originated in brush machine....	1	No claim
Choke in roll feed.....	1	No claim
Friction in fan housing of cleaner	1	\$ 214.29
Foreign matter in rolls.....	1	16,253.36
Total.....		\$16,467.65
Matches and Smoking		
Children playing with matches..	1	No claim
Careless smoking	3	\$ 277.65
Power House		
Heat from boiler wall ignited coal	1	\$ 110.26
Breaching too near concrete floor of cob house.....	1	9,951.12
Overheated clothes locker from boiler underneath while fumigating	1	190.73
Total.....		\$10,252.11
Shaft Through Bin.....	1	\$ 180.55
Spontaneous Combustion in Coal....	4	\$ 1,101.35
Spontaneous Combustion Other than Coal	2	\$ 11.51

Total.....		\$16,467.65
Children playing with matches..	1	No claim
Careless smoking	3	\$ 277.65
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Spontaneous Combustion Other than Coal	2	\$ 11.51

During the 20 years of this company's existence it has paid fire losses to grain dealers aggregating \$2,607,865.00. Of the 1203 fires occurring in property covered by its policies 38.24% resulted in a total loss while 48.71% resulted in a partial loss and 13.5% of the losses resulted in no claim for damages.

The champions of fire fighting apparatus at all convenient points will be pleased to know that 25 fires in risks covered by the company during the 20 years were extinguished by brine and hand fire extinguishers with a loss of

\$2,223, while the amount of risk on the property saved was \$233,250.

During the 20 years the company has kept a record of all its fire losses, 8.39% of the fires have been extinguished through the prompt use of brine made convenient by the placing of buckets and barrels of salt water or calcium chloride solution on each floor. The total amount at risk on the property thus saved was \$1,144,108.00. If everyone of the 1203 elevators had been well equipped with this fire fighting apparatus no doubt the fire losses of this company would have been still further reduced.

The kind of power used in the elevators visited by fire is classified as follows: Steam 27.6%; Gasoline 49.62%; Electric 14.39%; Water 1.8%; Horse, .33%. No power was reported in 6.98%.

A study of this company's experience during the 20 years should assist those grain elevator operators who are anxious to reduce their fire losses and fire insurance cost because it is proof positive of many of the known causes which can be depended upon for a large percentage of the grain elevator fires occurring every year. If you are willing to profit by the experience of your fellow sufferers read closely the number of fires credited to each cause and then keep a vigilant watch about your property to safeguard it against these known causes.

Through the intelligent care of all elevator operators the annual fire loss can be greatly reduced. The toleration of known fire hazards about an elevator is just as sure to increase the fire losses as is the careless operation of these plants. In other words the owners and operators have the power within their own hands to greatly reduce their insurance cost by first reducing the fire losses.

FIRE LOSSES FOR TWENTY YEARS.			
Cause.	No.	Per cent.	Amount.
Lightning	287	23.85	\$ 164,235.18
Friction	152	12.64	479,763.48
Locomotive spark	136	11.30	324,835.64
Exposure	109	9.06	143,330.44
Power house and power	106	8.81	279,271.86
Spontaneous combustion	73	6.06	108,344.43
Flues and stoves.....	39	3.24	72,175.34
Incendary	32	2.66	124,115.00
Electrical hazard.....	21	1.75	26,424.50
Tramps	15	1.25	48,388.88
Cob burners and cob houses	15	1.26	57,188.67
Matches and smoking	10	.83	12,518.88
Explosions in building	5	.42	25,068.85
Grain drier	4	.33	8,077.75
Automobiles and motor trucks	2	.17	5,684.61
Railroad accident.....	2	.17	4,508.96
Lighting (other than electric)	1	.08	20,000.00
Miscellaneous	42	3.49	54,424.85
Unknown	152	12.63	649,508.50
Total	1,203	100.00	\$2,607,865.82

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Soo Line No. 23226 was in derailment at Lehr, No. Dak., Feb. 3. Hole was bumped in one side close to end and car was leaking mixed durum. Car was set out, presumably for repairs.—E. Dorheim, Jenner Elevator.

C. & N. W. 104470 was leaking yellow corn from a hole near center of car, when a train stopped at Marsh. Ia., Jan. 30. I boarded the hole so it would leak no more, but more than a bushel had escaped while car stood still.—C. M. Bolon, mgr., Marsh Farmers Elevator Co.

C. M. & St. P. 91118 passed thru Welland, Ill., Jan. 21, leaking barley mixed with wheat. Agent at Mendota notified and he reported he would take care of leak.—Penrose Elevator Co., Mendota, Ill.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Attachment of Proceeds of Draft?

Grain Dealers Journal: I have several claims against an elevator firm near here, from whom I was unable to get satisfactory settlement, or any settlement at all, although my claims were just. They sold a car of wheat to a party here and made draft on him with B/L attached. I did not attach the draft and B/L, but after the party paid the draft and secured possession of the B/L and the bank had accepted his check in settlement therefore, immediately thereafter I attached the money thru a justice court and the hearing was set for Feb. 7.

The bank at originating point of the shipment, in whose hands the papers were deposited for collection, claims this money is its and not the shipper's, against whom I have the claims. The bank claims it credited the draft on the shipper's bank book and that he has it checked out and that this money is its. The bank went into common pleas court and secured a temporary injunction against the bank in whose hands the money is now, restraining it from paying this money out on this attachment, which hearing is set for Feb. 24. They have secured this injunction and made me a party to the case.

Can the Journal refer me to any issues within the past year containing the information I wish, or can it cite me to any court decisions as to who is legally considered the owner of the money paid in exchange for a draft and B/L, viz., the shipper of the goods or the bank into whose hands the draft is deposited for collection.—James R. Bent.

Ans.: Mr. Bent's recovery in this case depends upon his ability to prove that the bank at point of origin took the draft with the privilege of drawing back on the depositor in the event of failure to collect from buyer. If the bank taking the draft in the first place has an understanding with the depositor that he will make good on failure to collect, the bank is released from responsibility and holds the proceeds only as agent of the drawer of the draft. Any funds in its hands as the proceeds of the draft are legally the property of the drawer of the draft and subject to attachment, garnishment, levy and execution in the interest of any creditor of drawer. The foregoing is commonly the case in grain trade transactions.

On the other hand there are cases where a seller not doing business continuously with a bank or money lender will go to the bank and sell the draft outright, this closing the transaction so far as the drawer is concerned, in which case the proceeds of the draft when paid can not be attached by creditors, as the money is the property of the bank.

The law, having been defined by hundreds of decisions on this point, is perfectly clear; but the verdict of the court will depend upon facts that are difficult to establish with equal clearness.

Both the bank and the drawer of the draft are hostile to the claimant and will be unwilling to testify that their course of dealing was merely that of collection agent on the part of the bank. Following are some of the decisions:

Rights of Holder of Draft Attached to B/L.—If a bank was the purchaser for value of a draft attached to a B/L, the proceeds derived therefrom could not be attached in the hands of a correspondent bank as the property of the consignor, unless the first named bank acted merely as a collecting agent for the consignor.—*Sterling Mills, Inc., v. Saginaw Milling Co.* Supreme Court of North Carolina. 114 S. E. Rep. 756. *Grain Dealers Journal* Jan. 25, page 132.

Attachment of Proceeds of Draft.—In an action in which the plaintiff attached proceeds of draft, and in which a bank intervened, claiming title thereto, evidence held to warrant instruction that "Where a bank takes a draft for value and without notice, it becomes, prima facie, the owner, but where there is an agreement between the bank and the person from whom the draft is acquired that the bank shall have the right to charge back the amount, if the draft is not paid, by express agreement, or

one implied from the course of dealing, and not by reason of liability as drawer, the bank is an agent for collection, and not a purchaser."—*J. W. Mangum v. Mutual Grain Co.* Supreme Court of North Carolina. 114 S. E. Rep. 2. *Grain Dealers Journal* Nov. 25, page 708.

Right to Proceeds of Draft.—Where the drawer of a draft, when depositing it with a bank for collection, indorsed it to the bank, and the bank credited the drawer as a depositor, with the amount, the bank did not thereby become the purchaser of the draft, since its liability was not absolute, but conditioned upon the collection of the draft; hence the proceeds of the draft, in the hands of another bank to which it had been forwarded for collection, belonged to the drawer, for which he could maintain assumpsit, and, as such, was subject to garnishment by his creditor.—*Stone's River Nat'l Bank v. Lerman Milling Co.* Court of Appeals of Alabama. 63 Southern Rep. 776.

Construction of Feed Warehouse?

Grain Dealers Journal: We have to build a feed warehouse, 30x60 ft. in April; and will be glad to have suggestions on sheds.

What is the relative advantage of sheet steel sides and single thickness wood siding?—T. A. Saunders & Son, Milton, Wis.

Ans.: If the warehouse is to be exposed on any side it would be far better to build up a protecting wall of envelope tile. It is an advantage to build the warehouse up off the ground, to make it less accessible to rodents and farther away from dampness. A good roof, with openings thru a modern ventilator, will help to keep the feed in condition.

Eastern Farmers Get Higher Prices.

Grain Dealers Journal: The elevators in this territory as well as my own are paying the farmer \$1.30 per bu. for No. 2 red soft winter wheat and 75 cents per bu. for corn.

In spite of this, the farmer still thinks he is not getting enough. I wonder what would satisfy them, as I imagine this is considerably more than farmers get west of Chicago. Am I right?—G. K. Angle, Big Springs, Md.

Ans.: At St. Louis No. 2 red winter wheat was quoted during the week ending Jan. 19 at \$1.35 to \$1.39. Hard winter at Kansas City sold at \$1.15 to \$1.17. No. 2 mixed corn at Omaha sold at 66¢ to 67½ cents. Deducting freight and handling costs the price to the farmer at the country station is less than received by the Maryland wheat and corn growers.

Can Warehouseman Reserve Space?

Grain Dealers Journal: To facilitate the transfer of its grain from lake boats to cars a grain firm acquired an elevator at a lake port. Operation as a public elevator by a corporation had advantages, and the house has been run as a public warehouse.

This season, however, there was more grain shipped to pass thru the port than could be handled promptly; and the owner of the public elevator gave the preference to boats arriving with his own grain, even to the extent of keeping bins empty awaiting the early arrival of his expected shipments.

Now some of the firms whose grain he refused to take in threaten suit for unlawful discrimination. Can a public warehouseman discriminate in this manner without penalty?—A. Stewart.

Ans.: Individual members of the public have a right to rely on a public warehouseman to give service to the limit of his capacity subject to the prior claims of those who already have grain in store or who have contracted for space under rules available to all patrons.

Decisions on this point are few. One follows: A public warehouseman for the public sale and purchase of tobacco can not refuse to receive the tobacco of the producer when shipped to him.—*Nash v. Page & Co.* Court of Appeals of Kentucky. 4 Ky. Law Rep. 477.

THE TOTAL area seeded to winter wheat in the Northern Hemisphere for the 1923 crop totals 109,631,000 acres, compared with 108,628,000 last year. Increased acreages have been reported for France, Bulgaria and India while decreases have been reported for United States, Canada, Czechoslovakia, Poland, Roumania and Spain, reports the U. S. Department of Agriculture.

Coming Conventions.

Feb. 13, 14 and 15. Farmers Grain Dealers Ass'n of Minnesota, at Minneapolis.

Feb. 14, 15. Farmers Grain Dealers Ass'n of Missouri, at Kansas City.

Feb. 15, 16. Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

Feb. 20, 21. Farmers Grain Dealers Ass'n of Ohio, at Sydney, O.

Feb. 21, 22 and 23. Farmers Grain Dealers Ass'n of Kansas, at Hutchinson.

Feb. 22, 23. Farmers Grain Dealers Ass'n of Indiana, at Marion.

Feb. 28. Michigan Hay & Grain Ass'n. Lansing, Mich.

March 20, 21 and 22. Farmers Grain Dealers Ass'n of North Dakota, at Minot.

May 16-17. Kansas Grain Dealers Ass'n at Topeka, Kan.

June 8, 9. American Feed Manufacturers' Ass'n at St. Louis, Mo.

June 27-29. American Seed Trade Ass'n at Atlantic City, N. J.

July 24, 25, 26. National Hay Ass'n, West Baden, Ind.

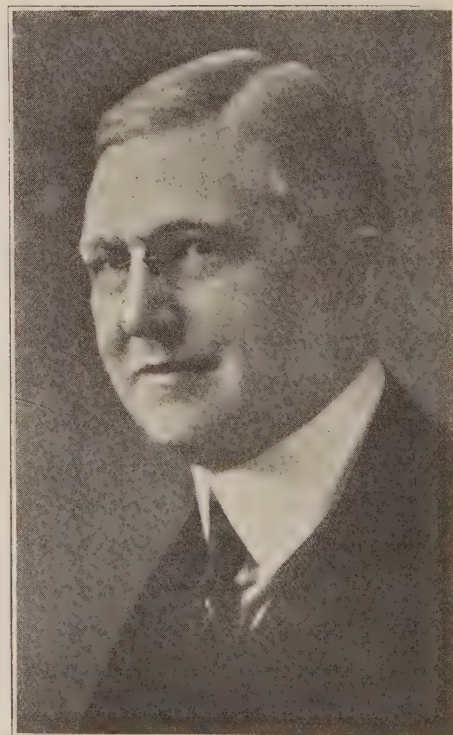
Oct. 1, 2 and 3. Grain Dealers National Ass'n, at Des Moines, Iowa.

GOVERNMENT purchases of \$10,000,000 worth of nitrate to be sold at cost to farmers would be authorized by a bill reported upon favorably by the House of Representatives agricultural com'te. When it passed the Senate, the bill provided for this year's crop, but the house com'te changed the effective time to exclude this year.

New President St. Louis Merchants' Exchange.

Mr. W. J. Edwards, of W. J. Edwards & Co., elected president of the Merchants Exchange of St. Louis for the ensuing year, is a native of Mississippi.

Mr. Edwards came to St. Louis in 1901 from Union City, Tenn., and was associated with B. H. Lang & Company in the grain commission business. On Mr. Lang's appointment as second vice-president of the United States Grain Corporation, Mr. Edwards took over the business of Lang & Company under his own name.



Wm. J. Edwards, St. Louis, Mo., Pres.-Elect Merchants' Exchange.

Recovery of Overcharge on Long and Short Haul Clause.

Railway freight claim agents have many plausible reasons to advance to shippers for refusing payment of their just claims. Three of these points were recently declared worthless by the Supreme Court of Minnesota in a suit brought by the McCaull-Dinsmore Co., of Minneapolis, Minn., to recover an overcharge from the Great Northern Ry. Co.

Judge Holt said: The authorities dispose of defendant's contention that it must be shown that the carrier actually charged or received the lower rate for the longer haul, holding, in effect, that the published lower tariff for the longer haul does so show.

The same may be said of the proposition that no recovery can be had without proof of actual damages. Under the Parrington Case, and the other court decisions cited, the unlawful published rate for the shorter haul put in operation the published rate for the longer haul, and, to the extent that more was collected from the shipper, that much, at least, was his damage. It was that much money wrongfully taken out of his purse.

Another point made by defendant is that the state courts have no jurisdiction of cases predicated upon violation of the Interstate Commerce Act, § 9 (U. S. Comp. St. § 8573) thereof expressly confining such jurisdiction to the Commission and the federal courts. That is true as to damages when the amount thereof has to be determined from facts other than simply collecting more than the lawful published tariff. But Section 22 of the Act (section 8595) provides:

"And nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies."

This would seem to authorize an action in a state court to recover the amount exacted above the charge permitted by section 4 for the longer haul.

The writer would be content to follow the decisions of the Interstate Commerce Commission in the absence of a determination by the Supreme Court of the United States, the final authority. The construction placed upon the act by the Commission results in a more equal and uniform treatment of shippers and carriers, and subjects all claims arising out of a violation of the act to the same limitation.

The facts are between Aug. 23, 1913, and Sept. 3, 1914, plaintiff shipped over the line of defendant, a common carrier, 37 cars of wheat from Benchland, Mont., to Minneapolis and Duluth, Minn. During that period defendant's published tariff rate for transporting wheat was 30 cents from Benchland to the destinations mentioned, and 28 cents from Billings to the same destination points, although the haul is 152 miles longer from Billings than from Benchland, which is an intermediate point on defendant's line of railway running from Billings to Minneapolis or Duluth. Plaintiff accordingly paid 2 cents per hundred more for the shorter haul than for the longer, or in all \$590.26 more than if defendant had carried the wheat from Billings, 152 miles farther. Plaintiff sued for this as being a payment in excess of the lawful rate and recovered. Defendant appealed from the judgment.

Plaintiff predicates the right of recovery upon Section 4 of the Interstate Commerce Act (U. S. Comp. St. § 8566), which so far as pertinent to this appeal reads:

"That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers, or of like kind of property, for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as a thru rate than the aggregate of the intermediate rates subject to the provisions of this act; but this shall not be construed as authorizing any common carrier within the terms of this act to charge or receive a great compensation for a shorter as for a longer distance."

Plaintiff's theory is that the maximum rate for the shorter haul is under said section the published tariff for the longer haul, since the law declares the published higher tariff for the shorter haul unlawful.

Defendant's contention is that under the act the published tariff being unlawful, because greater for the shorter haul than for the longer,

there was no legal rate from Benchland, hence redress may be had only thru the Interstate Commerce Commission, which must first determine what would have been a lawful and reasonable rate, and then order reparation if defendant had received more. If the amount collected was no more than reasonable, plaintiff was not damaged unless injured by the discrimination in favor of competitors shipping from Billings. If this contention be sound it would follow that the court had no jurisdiction, for no application has been made to the Commission for relief and, when this action was begun, the time to present the claim to the Commission had expired (section 16 of the Act [U. S. Comp. St. § 8584]).

Respondent concedes that the rulings of the Interstate Commerce Commission are in harmony with the contentions of appellant. However, the federal Circuit Court of Appeals for the Ninth district has reached a conclusion at variance with that of the Interstate Commerce Commission and which appeals to this court as right. The holding on the point under consideration is thus expressed by that court, in the syllabus in Davis v. Parrington, 281 Fed. 10:

"The collection by a carrier of a rate in excess of the rate charged by it for a longer haul over the same route, without permission of the Commission first having been obtained, is the collection of an illegal rate, and the excess of such rate over the rate for the longer haul may be recovered by an action in the court without resorting first to proceedings before the Interstate Commerce Commission, since the question is clearly not administrative, and the remedy by action in court exists under Interstate Commerce Act, § 9."

In this instance there was no permission from the Commission to charge a higher rate from Benchland than from Billings. The case also holds that the two-year limitation contained in section 16 of the act does not apply where a suit at law lies without any action first being taken by the Commission. In such a suit the limitation statutes of the state determine whether or not the claim is barred.

When a carrier undertakes to establish a greater rate or tariff for a certain haul than a statute permits, and such statute also fixes the carrier's published tariff for a longer haul as the maximum for that certain shorter haul, the excess collected over such maximum should be held as an overcharge, recoverable in an ordinary action at law as money had and received for the use of plaintiff. In the determination of such an issue the court has no occasion to pass upon the lawfulness or reasonableness of the rate collected for the statute has determined that.—191 N. W. Rep. 42.

Leaking Cars Received at Milwaukee During 1922.

Thirty per cent, or 994 cars, of the 3,354 cars of grain received at Milwaukee and inspected by the Weighing Department of the Milwaukee Chamber of Commerce during October, 1922, were found leaking. This compares with but 10 per cent, or 398 cars of the 3,696 cars received during February of the same year.

The total cars by grains received during the year, with the number and per cent found leaking were as follows: oats, 10,785 received, 1,982 leaking, 18 per cent; wheat, 1,545 received, 594 leaking, 38 per cent; barley, 5,202 received, 1,582 leaking, 30 per cent; corn, 15,405 received, 1,899 leaking, 12 per cent; rye, 1,747 received, 339 leaking, 17 per cent; flax, 647 received, 132 leaking, 20 per cent; miscellaneous, 803 received, 101 leaking, 12 per cent.

Of the total of 36,134 cars received during the entire year, 6,629 cars or 18 per cent, were reported leaking upon arrival. That the railroad shop and car repair men's strike affected the number found leaking, is shown by the fact that during the first six months of the year, but 12½ per cent of all cars were found leaking, while the last six months of the year, after the strike, shows a percentage of cars leaking amounting to 24¾ per cent.

MILLERS are requested to write at once to their Senators and Representatives in Congress, urging them to insist that any measure passed by Congress providing for advancing money for relief of Europe by the purchase in the United States of agricultural products, shall contain a specific clause providing that at least 50% of the money so appropriated shall be expended for wheat flour and other grain products.—A. P. Husband, sec'y Millers National Federation.

E. Hutchinson, Pres. Indiana Grain Dealers.

The new president of the Indiana Grain Dealers Ass'n was born on a farm near Arlington in that state in 1873. Mr. Hutchinson's first experience as a grain buyer was at Lyons Station, Ind., in July, 1894. In January, 1895, Elmer entered into partnership with his father, Robert Hutchinson, as Hutchinson & Son, which firm continued until the death of the elder on Oct. 1, 1911. The business was continued under the same name and Mr. Hutchinson now has associated with him two sons, Ross M. and Lowell Hutchinson. Following the conservative policy of his father, Mr. Hutchinson's investments outside of the grain business have been only in farm lands in Rush County.

As an association worker Mr. Hutchinson has a record equaled by few. Since he was appointed in 1914 a member of the arbitration committee of the Grain Dealers National Ass'n he has never missed attending a meeting of a committee. He has assisted in passing upon 192 cases. In 1916 he was appointed chairman of the Arbitration Committee and in 1918 chairman of the Appeals Committee and has served in that capacity continuously.

Mr. Hutchinson has attended 15 of the 26 annual meetings of the Grain Dealers National Ass'n. At the Minneapolis meeting, in 1920, he was elected a director and a member of the executive committee, and at the last meeting was chosen second vice-pres.

In 1919 Mr. Hutchinson made a tour of the country to make a critical inspection of the grain grading at 28 of the principal grain markets as the representative of the Grain Dealers National Ass'n on a committee with representatives of the Millers National Federation, the Council of Grain Exchanges, the Farmers Cooperative Ass'ns, the U. S. Railroad Administration and the Bureau of Markets. He brings a ripe experience to his new position which will be of help to the Ass'n and its members.

EXPORT duty on corn from Jugo-Slavia has been reduced. Aggregate exports of this grain from that country are expected to reach 12,000,000 bus.



Elmer Hutchinson, Arlington, Ind., Pres.-Elect Indiana Grain Dealers Ass'n.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Handling Record of New York's Barge Canal Elevator.

Grain Dealers Journal: Our season closed shortly before Christmas and the last boat, I believe, was unloaded on Dec. 22. The formal opening of the elevator was on Sept. 1, and while it was not yet completed even then, we had done a little business before that. During the season, we have unloaded the following amount of grain:

	Boats.	Bushels.
August	11	114,812
September	47	812,585
October	60	919,539
November	71	1,106,739
December	46	670,293

Total 235 3,623,968

During the same period we have loaded the following full cargo steamers:

	Steamer.	Bushels.
Sept. 26.....	Grelcaldy	186,802
Oct. 3.....	Hovland	179,451
Oct. 10.....	Bjorneffjord	218,753
Oct. 13.....	Bergsdalen	194,091
Oct. 21.....	Danier	373,753
Nov. 9.....	Topdalsfjord	100,233
Nov. 20.....	Skogland	250,050
Dec. 1.....	Thordis	247,434

Total 1,750,567

The balance of the grain loaded out has been put into harbor barges for parcel delivery to various steamers, and we still had left in the elevator on the first of the year 902,024 bushels of various kinds of grain. Of this latter amount 250,133 bus. was loaded to the S/S Hallfried on Jan. 3rd, so that at the present time there is still approximately 650,000 bus. left in the elevator. Some 250,000 bus. is domestic grain, but practically all of the grain has been handled for export.

So far as the writer has learned, our operations have been conducted with satisfaction to the grain trade, and very little complaint has been made as to any of the work, either as to the weights or the time in unloading or loading. Naturally, there was, at various times, some delay owing to the fact that nearly all of the employees were new to the work and had to learn it as they went along. We now have at least a nucleus of a crew of men who can handle any order, both for unloading or loading with fairly good satisfaction to the trade.

The earnings from the grain unloaded were not entirely sufficient to cover the expenses, but practically no cleaning or other handling was done, and when the trade becomes used to the elevator, we will probably earn a considerably larger amount for this work so that we hope it will, at least, be self-supporting.

The general operation of the elevator has not been entirely satisfactory. During the first three months, we were handicapped by the fact that the builders had not yet completed their work, and we had, at various times, to let them take over parts of the elevator for installation of the machinery, etc., which delayed our unloading. There were also numerous breakdowns, partly due to new machinery and partly to green men and partly also to the construction. In addition, there are quite a number of things which will have to be corrected before the elevator is in proper shape, but we are planning to make those changes during the winter, so we hope the elevator will be properly equipped and ready when the canal opens,

and will be able to handle several times as much grain next year with practically no greater expense per month for operation.—Very truly, C. W. Austin, Supt. of Grain Elevator, Gowanus Bay, New York, N. Y.

Handicapped by Old Fogies.

Grain Dealers Journal: I'm looking for a job. I want a job as manager of a farmers' elevator. I want to work for a company whose directors are business men, who are willing to let a man who knows more about the grain business than they do go ahead and run it in a businesslike way. Whose directors are not always trying to butt into the business and telling the manager where he makes mistakes. Men who will let their manager keep a good, simple set of books, adequate for the business, and who will not try to saddle him with a set for a million-dollar business when he is running a two-hundred-thousand dollar business; a set that any auditor who knows his business can pick up and check within a reasonable time, instead of the company having to pay him \$300 to \$400 per year for finding his own mistakes. Directors who are not always trying to "get something on" the manager, believing that in this way, and only in this way, they are doing what the company wants. Men who have up-to-date ideas; not old fogies, fifty years behind the times. Men who can agree on some things, and of whom a few are not scheming to "bust" the company and get all the control of it in the hands of two or three. Men who, when the company needs money, will try to sell a little more stock, if necessary, and will not "beef" every time the manager overdraws on an entirely inadequate banking account. Men who, in this case, will arrange with the bank to cover such overdrafts during the time of heavy grain shipments. Men who will deal with a bank that will give the company some accommodation, when there are plenty near at hand, instead of one that figures too closely on our account because they have a number of far larger accounts that they think far more of than they do ours. Men who are not afraid of hedging, when it is done in a perfectly proper way. Men who, when business gets a little slack, don't think their manager is getting too much money, and decide immediately to curtail expenses by cutting his salary first.

Now I want a job like that. Impossible, you say? Well, I guess you are right. I never saw a place like that, and I don't know any farmers' elevator manager who did. But you must admit that working for such a company has its little inconveniences. And I have every one of them here. I have been here for a year and a half, and I have lots of friends among the stockholders, and three of my directors are as good men as any one could ask for, but the other four are just like the kind I speak of above. I'm getting tired of such a life, and these four directors are mighty tired of me because I have been working to keep the company together, and in this way have worked against them. They haven't fired me, because they have no grounds to fire me on, and I am just stubborn enough that I won't quit, so there you are.

Our company has always been undercapitalized, tho the authorized capital is far greater than the actual outstanding, and we are borrowing quite a lot of money to do business on. Our interest bill in a year is big; our auditor's bill is just as big; other expenses keep piling up, and still they expect me to show a nice, big, fat dividend at the end of the year. Business, isn't it? My salary, like all other farmers' elevator salaries that I know of, is not so very fat, still when they want to cut expenses they refuse to allow me to hire any help and want to cut my salary beside. That's the first idea. It's a great life, isn't it?

But I'm looking for that job. I don't claim to know all about the grain business. I never saw any one who did, but I do claim to know more about it than my directors, otherwise I

am willing to let them take my job. I specify a farmers' elevator in this for one reason, they pay more money than other elevators, even tho they do want to cut you soon after you start. It's money we work for.

Let there be MEN on the boards of directors of farmers' elevators: BUSINESS men. I have worked around them quite a lot, and I have never yet seen a place where I could not pick out seven good business men to run the business. But instead of that, they invariably pick out a bunch of old fogies who haven't any more business there than I have managing the U. S. Steel Corporation. I'm pretty sick of this life, and I guess I'm sticking to it more because of my inborn cussedness than for any other reason. I would like to see fair play to the stockholders, tho, while I am here.

Now have you got my kind of a job picked out for me? I haven't quit, and I haven't been fired, but if I could get the kind of a job I want (I haven't much hopes for it) I'd quit in about thirty days.—Job Seeker.

Heated Head Bearings and Elevator Fires.

Grain Dealers Journal: It would seem reasonable that a shaft that revolves at a rate of 300 rpm. would generate heat much quicker than a shaft that runs at 50 rpm. I agree with McAllister & Co. of Bloomington, Ill., on this point, but think that their statement that the majority of head fires are not caused from hot bearings is erroneous.

A choke up is a dangerous thing and is very liable to set a fire if neglected, but it does not follow that this fire will be in the cupola, when an elevator becomes choked one side of the belt is loaded with grain buckets full of grain, this weight pulls down on the head pulley like a mighty brake. As a result of this the head pulley is the last pulley to revolve and generate friction, the slackest belt in the transmission from the engine will slip. In case the elevator is driven by a motor the slip always occurs at the motor due to its small pulley. Unless the motor is actually installed in the cupola such an arrangement could not possibly cause a head fire.

I think McAllister & Co. will find that the Mutual Fire Prevention Bureau do not limit its rule in regard to covering the head pulley with rubber belt to the head alone but that they forbid it on all pulleys.

When a choke is eventually discovered the operator's first act is to shut off power and flow of grain and if there is any evidence of fire then his first act is to go over the elevator thoroughly, if the choke is to set a fire it must be underway at this time.

How then does McAllister & Co. account for the large number of night fires that invariably break out in the cupola after the plant has closed down? The best answer I ever saw for this question was written by the Mutual Fire Prevention Bureau. "A hot bearing is more liable to start a fire after the machinery has stopped than during operation. The circulation of air assists in the dissipation of heat. Statistics show that more fires start shortly after the plant has closed than at any other time. It is important that careful inspection of the machinery be made before leaving."

Proof that the above is true is borne out by the Eighteenth Annual report of the Grain Dealers National Mutual Fire Ins. Co., which contains the following: "43 of the company's 80 fires which occurred during 1920 occurred between 7 p. m. and 7 a. m. This is perfectly natural because many of the fires in grain elevators break out after the machinery has stopped. If every plant was inspected each night before locking up for hot bearings the numbers of night fires would surely be reduced."

The Atlas Elevator Co. of Winnipeg lost so many elevators thru hot bearings last fall that it had a heavy card board poster printed which it required all operators to post over

their desks. This poster described hot bearings and concluded with the line, "remember, your work is never finished for the day until you have examined the head bearings and all bearings in the elevator." The above statements from companies who have paid for thousands of dollars' worth of property that were destroyed by heated head bearings shud convince any fair minded man.—Yours truly, Joe Curran, Rose Creek, Minn.

Shipping Out Stored Grain Is Fraught with Danger.

Grain Dealers Journal: I have read carefully the synopsis of a method under which the Milling and Elevator Co. at Dillon, Mont., is working. [See page 44 of the Grain Dealers Journal for Jan. 10.]

It has been our experience that not many dealers "hew to the line" in handling cash grain which they may accept from the farmers when the after harvest movement is on, or at later periods when the producer desires to move the grain from the farm to the station elevator for convenience, so that he may by such action take advantage of market developments; especially should such a desirable situation arise during a time when it would otherwise be impossible for him to haul and deliver his grain from the farms.

Storing grain for the farmer and producer, subject to his convenience or his mental attitude as to when he will prefer to sell, has proven distinctly unprofitable at nearly all surplus country grain stations. The contingencies that interfere with the handling of such volumes of grain, even to carry out the desires and preferences of the dealer at the country stations, are such that quite often even he is handicapped and is obliged to move the grain on a very unsatisfactory market. That situation would not arise if there was sufficient storage capacity to take care of all the grain that the farmer desired to put in elevators at a given period, and if the elevator man then was in a position to demand at least a reasonable cost for the service of storage and cost of insurance, shrinkage and other incidentals.

It is our understanding that grain when it is delivered, even for storage, is weighed and that the weight at that time is therefore the basis for final settlement; should the time for such settlement be delayed any considerable period, then there is an unquestionable shrinkage that must be overcome somewhere, and if there is not provided at the time of storing a margin to cover such a contingency, there immediately arises a loss, dependent a good deal upon quality and condition of the grain at the time it was taken in the elevator. At other times the condition and the season increase the risk of the country grain dealer in storing grain in his elevator, and that increased risk is sometimes, but not always, taken into consideration in the preliminary arrangements. It may mean much in a season where weather and other conditions increase the risks of deterioration of quality of the grain.

If the farmer's contract is such that he passes title to the grain dealer, and waives all his rights, except those specifically provided for in the contract, then there is a different and more reasonable position for both the farmer and the dealer, and the dealer is free to take advantage of market conditions that may arise, even before the time that the original owner of the grain might be willing to agree on price and settlement.

A sale as a hedge and protection of the grain bought, or the purchase of grain for future delivery against grain that has been shipped out and not bought, also brings a situation quite often that is more or less trying, and brings distress to the country grain dealer, unless he is very apt and wise in his judgment, to take advantage of premiums for cash grain when such premiums are available, or to carry the grain to which he has acquired ownership over periods of depression when the cash grain is at material discounts under the futures.

As each season has its own peculiarities and the various classes of grain are subject to varied conditions each marketing season, we hardly believe that any set program can be laid down as promising success and reasonably favorable advantages to either the producer or the country grain dealer, unless there is a very close study and application to the principles that would lead to profitable and successful handling of the grain which the dealer might acquire from the farmer for disposition, as the farmer may elect covering a future period.

If the surplus grain from the farmer could be acquired always at a time when futures were at a premium, the problem would be easy. If, however, at such periods the farmer is disposed to hold the grain indefinitely, then the dealer has the problem of storage earnings to contend with. On the other hand, if premiums are current for grain on spot or for quick delivery, then the dealer's problem might be much more complicated, should there come a little later in the season further advances in premiums, which could very easily be stimulated by a lack of sufficient transportation, moderate receipts, and an unusual demand for the particular classes of grain being handled. It isn't always possible then successfully to buy a profitable hedge against grain that is shipped out, and the question of time when such a hedge can and should be turned over to bring the best results, are the disturbing problems which will always confront the dealer.

We are not prepared to say that the business could not be handled profitably under the conditions laid down by the Broadhead Elvtr. Co. We have found that there are many dealers in the grain territory who are quite proficient in the handling of their business, and who are more than normally successful.

Whether this plan will mean "stable markets," a term that is much abused and less understood, we doubt very much. It is our view that no one is less desirous of stable markets than the farmer, unless the market moves steadily upward, or holds steadily at a given price, and it has been demonstrated in recent years that even very high prices don't suit many of the producers; they, like others in the larger terminals, fail to catch the force of contrary currents and influences that affect the price. We don't blame them for their attitude to get all they can for the results of their toil, but when their judgment is in error, it surely is unfair not to accept the results of their errors of judgment with good grace, and try for better results the next time.

It is clear that if the farmer could and would be willing to sell and to collect for the surplus product at the end of the harvest season, or any given period thereafter, that better financial conditions would be insured. Our judgment is that these results can most of the time be better obtained by prudent, conservative judgment when the farmer's grain is ready to market. Producers are too few who recognize the fact that money in hand will earn, or at least save interest, when properly placed; and the reverse action, i. e., to hold grain in elevators, or in their own granaries, means a shrinkage and other incidental losses besides the loss of interest that could be earned, or saved on outstanding and unpaid money borrowed. The saving in interest would probably be a very important item when the farmer has obligations that must be met at given periods, for which ready money is not always available.

The Grain Trade will appreciate and welcome greater confidence on the part of the farmers in the Grain Exchanges and their legitimate functions, and a better feeling of co-operation between themselves and the grain dealers at country stations, when they would find a very different situation than those which many farmers and farmer organizations have accepted as facts from political agitators, who have attempted to destroy the exchanges in the market centers and the business of the grain dealers at country stations. The members of all Grain Exchanges, and the Exchanges themselves, have always welcomed the

inquiries of interested parties with reference to the handling of their business, and have been frank and free to explain any matters in which there seems to be some basis for criticism; and have been eager to correct seeming irregularities when brought to their attention.

Aside from that, the successful progress of the leading exchanges in this country, the improvements in methods of handling the grain covering a period of over seventy years, should be sufficient to demonstrate to any business man or producer that the business could not have so progressed, unless there was back of it honor and integrity, and an earnest desire to promote the welfare and best interests of the agricultural communities, so far as it was in their power.—Very truly, Wm. N. Eckhardt, President, Pope & Eckhardt Co., Chicago, Ill.

Why Some Gas Engines Refuse to Work.

Grain Dealers Journal: Next to his wife a gas engine is about the worst pest that an elevator man has to contend with. Both are very sensitive, temperamental and susceptible to good treatment. Neither relishes abuse and both get a lot of it. The trouble in getting along with both is due to lack of attention and failure to understand their habits, tastes, etc.

Like a woman a gas engine appreciates pleasant surroundings and a refined setting will add greatly to its efficiency.

Your engine room should be of tapestry brick, sound proof construction. The ceiling should be done in a delicate shade of blue with walls that harmonize and artistically decorated. A soft indirect lighting system is suggested with no glaring light permitted. Windows should be hung with costly draperies and choice Persian rugs adorn the floor. A Victrola with an assortment of records suiting the tastes of your engine will help. Jazz records barred.

The engine should be mounted on a base of fine Parion marble and primed with a syphon bottle. A well regulated automatic heating plant is necessary and an electric heating pad for use in case of emergency would not be amiss.

On pleasant dry days your engine should be taken out for a walk under the care of the family doctor or veterinarian and when returned to its room, given a rub down or massage with a delicately scented ointment.

Extreme care should be taken not to disturb the tranquility of its environment and boisterous profane language must never be permitted. Profanity is very objectionable to gas engines which accounts for the fact that so many of them refuse to work in cold weather.—Service Grain Co., Salina, Kan.

Where is our foreign demand? That is the question uppermost in the minds of the grain trade here. There has hardly been a week of such poor European buying as past week in last few years. The only business reported is afloat stuff which is being sacrificed in some cases by as much as ten or fifteen cents a bushel rather than place it in storage on the other side.—*Russell's News.*

PRESENT price of May corn is about 18 cents a bushel over last year. Feeding demand this season has been large. There is a continual cross country demand for corn. Visible supply of corn at 20,194,000 is about 6,000,000 bus. smaller than last year. Primary receipts are running about half as large as a year ago. Chicago holds around 11,000,000 bus. This corn will melt away with the spring demand. This is the season of the year to accumulate corn. On all breaks take on some corn. In investing in grains you must start at some price and we believe purchases should be made around the seventy-cent level. We feel higher prices will be seen later in the season and that buyers will be amply rewarded. Inflation will play a prominent part in the grain advance to come.—C. A. King & Co.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

San Francisco, Calif., Feb. 3.—Grain exported from this port during 1922 amounted to 7,252,711 centals barley, 494,893, centals wheat, 63,099 centals corn, 23,898 centals rye and 1,029 centals oats.—Henry C. Bunker, chief inspector.

Ft. William, Ont., Feb. 4.—Receipts of grain at this market during January, 1923, compared with January, 1922, were as follows: Wheat, 11,573,513 bus., against 7,692,513; corn, 3,070 bus., against 1,568; oats, 2,184,508 bus., against 2,483,190; rye, 662,838 bus., against 211,340; barley, 1,149,527 bus., against 473,421; flaxseed, 209,009 bus., against 137,007. Shipments of grain during the same periods were: Wheat, 6,689,962 bus., against 4,974,619; corn, 3,070 bus., against 1,568; oats, 614,061 bus., against 2,796,554; rye, 2,339 bus., against 21,216; barley, 622,020 bus., against 44,382; flaxseed, 191,664 bus., against 48,795.

Grant Park, Ill., Jan. 25.—Movement of grain is slow, or just about normal.—Grant Park Co-op. Grain Co.

Cairo, Ill., Feb. 4.—Receipts of various grains at this market during January, compared with January, 1922, were: Wheat, 105,864 bus., against 11,906; corn, 297,667 bus., against 1,114,027; oats, 1,910,755 bus., against 1,055,882; rye, 64,767 bus. Shipments during the same periods were: Wheat, 103,400 bus., against 11,588; corn, 261,253 bus., against 1,053,674; oats, 1,804,792 bus., against 1,149,358; rye, 78,571 bus.

Evansville, Ind., Feb. 6.—Shelled corn is selling for 87 cents at the mills and elevators in southern Indiana.—C.

Lakin, Kan., Feb. 1.—Our elevator is filled with wheat, milo and corn.—H. S. Dare & Co.

Yoder, Kan., Feb. 1.—Not much wheat being marketed by farmers at this time.—Red Star Mfg. Co.

Rye Movement in January.

Receipts and shipments of rye at the various markets during January, compared with January, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore	4,084,398	745,145	4,374,846	674,199
Chicago	1,020,000	70,000	963,000	74,000
Cincinnati	3,600	3,600	1,200	3,600
Duluth	2,661,135	576,257	50,000	2,581
Galveston	20,000	9,800	94,285	92,127
Indianapolis	20,000	8,000	2,500	2,500
Kansas City	27,500	35,200	13,200	12,100
Milwaukee	520,720	85,540	630,545	40,770
Minneapolis	2,368,970	229,260	2,616,270	90,330
New Orleans			60,000	173,585
New York	1,519,000	310,800	1,330,000	286,000
Omaha	285,600	140,000	142,800	68,600
Peoria	90,000	9,600	75,600	6,000
Portland, Me.	197,589		161,046	77,142
St. Joseph	1,500		1,500	
St. Louis	37,400	8,800	37,510	11,850
Seattle, cars	10			
Toledo	25,200	7,200	1,340	2,515
Wichita	3,600	1,200	2,000	1,200
Winnipeg	661,500			

Wheat Movement in January.

Receipts and shipments of wheat at the various markets during January, compared with January, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore	3,582,197	590,948	1,803,209	1,031,122
Chicago	2,356,000	702,000	1,427,000	637,000
Cincinnati	277,400	217,200	248,400	203,600
Duluth	4,148,555	856,003	698,273	802,668
Galveston			1,914,000	1,070,507
Indianapolis	357,000	156,900	197,000	55,900
Kansas City	7,006,500	5,387,600	4,491,450	4,062,150
Milwaukee	443,000	72,750	286,175	114,625
Minneapolis	14,864,110	7,761,050	5,234,120	2,470,580
New Orleans			1,412,232	1,593,815
New York	8,577,800	4,971,600	8,869,000	6,234,000
Omaha	2,283,400	954,800	1,780,000	1,379,000
Peoria	141,600	110,400	138,100	60,000
Port Arthur			240,000	
Portland, Me.	4,176,277	1,783,818	3,900,370	1,438,578
St. Joseph	1,005,200	656,200	442,400	385,000
St. Louis	3,555,962	1,802,400	2,681,460	1,860,940
San Francisco, tons	3,792	1,716		
Seattle, cars	798			
Toledo	259,000	127,400	488,610	163,730
Wichita	1,533,600	1,707,000	930,000	950,000
Winnipeg	15,706,000			

Winona, Kan., Feb. 2.—Approximately 5 per cent of the wheat in farmers' hands.—B. F. Snider, mgr., Wheatland Elevator Co.

Burdett, Kan., Jan. 26.—About 20% of the crops are still in farmers' hands.—T. H. Urton, Bauer-Vaughan Grain Co.

Washington, D. C., Feb. 5.—The movement of corn is generally slow but local demand is good and prices are arising in feeder sections.—Dept. of Agriculture.

Buffalo, N. Y., Jan. 20.—Receipts of grain in bus. at this market for the year 1922, compared with 1921 were as follows: Wheat, 1922, 166,325,280, 1921, 139,362,352; corn, 1922, 46,781,116, 1921, 54,098,375; oats, 1922, 37,178,877, 1921, 35,468,121; rye, 1922, 28,159,330, 1921, 8,375,156; barley, 1922, 9,778,248, 1921, 8,962,079; sorghums 1922, 243,000; flaxseed, 1922, 2,988,370, 1921, 6,301,283.

Cavour, S. D., Feb. 3.—Grain cars are becoming more plentiful. Receipts of grain have fallen off and not much corn is yet to be marketed.—Farmers Co-op. Elvtr. Co.

RUSSIAN exports of grain are to be resumed under a decree by the All-Russian Congress of Soviets for the declared purpose "of stabilizing the ruble," altho a month earlier the chief officials of the Commissariat of Agriculture dwelt on the acute shortariat of seed grain, declaring that unless seed grain was imported from abroad, the crop failure of 1923 would exceed all previous disasters.

Barley Movement in January.

Receipts and shipments of barley at the various markets during January, compared with January, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore	5,349	29,613		28,288
Chicago	998,000	721,000	415,000	229,000
Cincinnati	6,500	3,900		
Duluth	45,120	13,936	156,962	94
Kansas City	93,000	84,000	27,300	44,200
Milwaukee	869,000	565,510	287,840	239,520
Minneapolis	1,502,160	675,360	1,249,880	815,840
New York	530,400	212,500	895,000	459,000
Omaha	104,000	80,000	99,200	46,400
Peoria	44,800	47,600	44,800	40,600
Portland, Me.	153,597	377,889	166,855	328,358
San Francisco, tons	17,929	5,235		
St. Joseph	10,500	14,000	1,750	1,750
St. Louis	100,800	68,800	31,870	18,130
Wichita	3,600	1,200	2,000	1,200
Winnipeg	1,258,175			

Oats Movement in January.

Receipts and shipments of oats at the various markets during January, compared with January, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore	116,312	69,360		31,839
Chicago	6,745,000	5,535,000	5,589,000	4,552,000
Cincinnati	390,600	340,000	120,000	122,000
Duluth	11,872	415,165	2,410	5,000
Indianapolis	1,302,000	974,000	932,000	780,000
Kansas City	1,258,000	479,400	921,000	294,000
Milwaukee	2,158,010	1,890,810	1,936,386	867,925
Minneapolis	2,388,960	2,001,060	3,417,900	1,872,600
New Orleans			46,895	43,130
New York	1,290,000	1,336,000	1,373,000	475,000
Omaha	1,476,000	1,068,000	1,718,000	1,058,000
Peoria	1,988,900	1,244,400	1,892,200	982,000
Portland, Me.	462,743	621,928	702,156	395,379
San Francisco, tons	1,351	1,448		
Seattle, cars	22			
St. Joseph	230,000	70,000	64,000	72,000
St. Louis	4,490,000	2,772,000	3,195,570	1,823,410
Toledo	137,350	211,150	61,655	29,700
Wichita	24,000	72,000	15,000	62,000
Winnipeg	4,608,000			

Corn Movement in January.

Receipts and shipments of corn at the various markets during January, compared with January, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore	2,778,817	7,327,689	2,571,561	6,346,157
Chicago	16,089,000	28,568,000	10,196,000	14,406,000
Cincinnati	421,200	369,600	302,450	283,200
Duluth	44,460	1,541,548	31,941	
Indianapolis	2,656,000	2,549,000	1,704,000	1,513,200
Kansas City	1,982,500	1,793,750	410,000	1,052,500
Milwaukee	2,607,760	3,544,645	1,944,025	2,101,496
Minneapolis	1,180,940	2,252,990	1,620,830	1,469,600
New Orleans			2,464,120	4,376,835
New York	1,283,300	3,621,200	1,254,000	2,629,000
Omaha	3,671,400	4,512,200	2,462,000	3,469,200
Peoria	2,764,450	3,132,250	2,367,800	2,505,250
Portland, Me.	236,597	379,672	27,380	278,813
St. Joseph	1,392,000	1,126,500	933,000	919,500
St. Louis	3,836,300	4,438,200	2,360,660	3,199,745
San Francisco, tons	2,203	1,034		
Seattle, cars	116			
Toledo	393,750	730,000	160,830	477,675
Wichita	163,200	66,000	80,500	36,000

Differences Regarding Elevator Sites to Be Arbitrated.

Illinois grain dealers operating a grain elevator on railroad right of way will be pleased to learn that a bill known as House Bill No. 37 has been introduced in the Assembly by Homer J. Tice, which is intended to protect the grain dealers from the greed of the railroads. While the proposed law provides only that differences arising between the lessee and lessor shall be arbitrated before the state Commerce Commission, that body can be depended upon to insist upon a fair deal. The bill follows:

A Bill for an Act authorizing the Illinois Commerce Commission to supervise and regulate the leasing of real estate owned or controlled by railroad and electric interurban railway companies.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That whenever a disagreement arises between the owner of an elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce, transported, or to be transported, situated on a railroad right of way, or on land owned or controlled by a railroad company, and such railroad company, as to the terms and conditions on which the same is to be continued thereon, or removed therefrom, or whenever application is made by any person, firm or corporation for the right to a site for such elevator, or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, and such railway company and said applicant cannot agree as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railway company, or as to the character of the buildings to be so erected and placed thereon, or the place where the same is to be so erected and maintained or as to the terms and conditions under which the same may be so placed or operated, then, and in every such event on written application to the Illinois Commerce Commission by such railroad company, person, firm or corporation the said Illinois Commerce Commission shall have authority, and it is hereby made its duty, as speedily as possible after the filing of such application, to hear and determine such controversy and make such order in reference thereto as shall be just and right between the parties under all the facts in the case which shall be enforced as others of said Commission.

Every owner of a building on railroad right of way in Illinois will be glad to get this protection from the greed of the railroads and the far-sighted sufferers will immediately recommend the bill to their representatives in the Legislature and urge its enactment.

EXECUTIVES of the Equity Exchange, Fargo, N. D., will be sued for \$70,000 by 200 members who charge mismanagement and misappropriation of funds.

Would Amend Missouri Public Markets Act.

The bill, S. B. No. 201, introduced by Senator Whitecotton, has been recommended for passage by the Com'te on Agriculture of the Missouri Senate. Its purpose is to amend Sec. 2 of the "act to declare certain places at which grain or other farm products are bought or exchanged to be public markets." The amendments strike out the personal liability of members of co-operative ass'ns, and nullify rules of public markets against payment of patronage dividends in proportion to the amount of grain shipped. Sec. 2 then will read as follows:

Sec. 2. Any such organization may make and enforce reasonable by-laws and rules for the conduct of its members, but such organization shall not make any order, rule, regulation or by-law limiting the right of any member of the organization to distribute, in whatever manner and at whatever times the member may desire, to the persons composing any partnership in which the member is financially interested or to the shareholders of any corporation or co-operative association in which such member is a shareholder to profits of such member to the persons composing such partnership or to the shareholders of such corporation or co-operative association in proportion to the quantity of grain or other farm products shipped to such member by the persons composing such partnership or the shareholders of such corporation or co-operative association and any such order, rule, regulation or by-law now or hereafter made, promulgated or adopted shall be invalid and void.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Keenesburg, Colo., Feb. 4.—We have had an open winter and wheat, altho backward at the start, has been coming along nicely. We hope for a better harvest than last year.—R. I. Shaklee, sec'y Keenesburg Elevator Co.

ILLINOIS.

Grant Park, Ill., Jan. 25.—Crops are in good condition.—Grant Park Co-op. Grain Co.

Okawville, Ill., Jan. 29.—Wheat condition is improving, but is still timid.—H. A. Joellenbeck, mgr., Okawville Farmers Elevator Co.

Springfield, Ill., Feb. 2.—Winter wheat reports are generally good except in some northern and central counties where there is still a deficiency of moisture. Very little damage from freezing and thawing is reported. The movement of corn from the country is only moderate. Continued heavy feeding of stock has strengthened the local demand. Farmers have confidence in the market and are in a better position to hold corn than formerly.—A. J. Surratt, agricultural statistician.

Springfield, Ill., Feb. 7.—The precipitation was light in the north and central parts of the state, but rather heavy rains fell in the south. The sunshine was deficient. Mild weather prevailed during the first part of the week, but a cold wave set in Saturday and temperatures reached zero to 10 below in the central and northern counties. Some say winter wheat is not injured; others are not decided. Much corn is being fed. The roads are bad, and are now frozen rough.—Clarence J. Root, Meteorologist.

INDIANA.

Evansville, Ind., Feb. 6.—Farmers in southern Indiana are planning to sow a larger acreage of oats this season than for several years past. They also will plant a large corn crop in anticipation of corn prices being good during the coming year. Alfalfa in southern Indiana is becoming a more popular crop from year to year and a large acreage will be planted this year.—C.

Evansville, Ind., Feb. 6.—George C. Bryant, state agricultural statistician, in his semi-monthly report says that winter wheat and rye have suffered materially, in undrained fields, from freezing and thawing weather and the plants are looking quite ragged at this time. Young clover has suffered material damage from thawing and freezing weather. Farm labor is plentiful for those who can afford to pay the wages demanded.—C.

KANSAS.

Yoder, Kan., Feb. 1.—New crop looks fair, after a dry and late fall seeding.—Red Star Mfg. Co.

Woodbine, Kan., Feb. 5.—Wheat is beginning to show the effect of winter drouth.—A. W. Volkman.

Burdett, Kan., Jan. 26.—Crops in this territory need moisture.—T. H. Urton, mgr., Bauer-Vaughan Grain Co.

Varner, Kan., Feb. 3.—Wheat is looking fairly good and a good crop for 1923 is predicted.—Collingwood Grain Co.

Galesburg, Kan., Jan. 29.—Wheat crop is very poor for lack of necessary moisture.—O. Ivar Norden, mgr., Farmers Union Elevator Co.

Ulysses, Kan., Feb. 5.—It is very dry in this part of the state and prospects for a wheat crop are very poor.—A. R. McClure, McClure Grain Co.

Plevna, Kan., Jan. 30.—Wheat is in good condition in this territory; moisture not needed but would be welcome.—W. P. Medsker, mgr., Plevna Grain & Supply Co.

Winona, Kan., Feb. 2.—Crop conditions are very promising in western Kansas, considering the fact we have had no recent moisture. B. F. Snider, mgr., Wheatland Elevator Co.

Varner, Kan., Feb. 1.—Wheat conditions in this section are better than any other place around, as we had a few local rains in August that gave it a good start, but at present it needs more rain.—Farmers Elevator Co.

Lakin, Kan., Feb. 1.—No rain here since last August. Do not expect any wheat except under irrigation. Will be a large acreage of milo, kafir and broom corn, should weather conditions be favorable.—H. S. Dare & Co.

MARYLAND.

Washington, D. C., Feb. 5.—Fall sown grains have changed but little in condition since the middle of January. Rains and snow in some sections have helped the wheat and in others mild and open weather has caused it to make good growth. In sections where it has been backward in development, it has generally caught up. In a few areas in the middle west and northwest, some damage has resulted from freezing and thawing. In most sections plowing and preparation of the ground for spring crops is in advance of the usual at this time.—U. S. Dept. of Agriculture.

MISSOURI.

Liberty, Mo., Feb. 6.—Condition of growing wheat crop is good.—G. W. Rand.

NEBRASKA.

Scottsbluff, Neb., Jan. 26.—Fall wheat condition in this country is very poor. Acreage is about 50 per cent with 40 per cent in fair condition. Weather for the last two weeks was dry and windy.—J. E. Armstrong.

OKLAHOMA.

Temple, Okla., Feb. 5.—Prospects are for a bumper wheat crop. We had a five-inch rain,

with a three-inch snow on top of it.—E. C. Wegener.

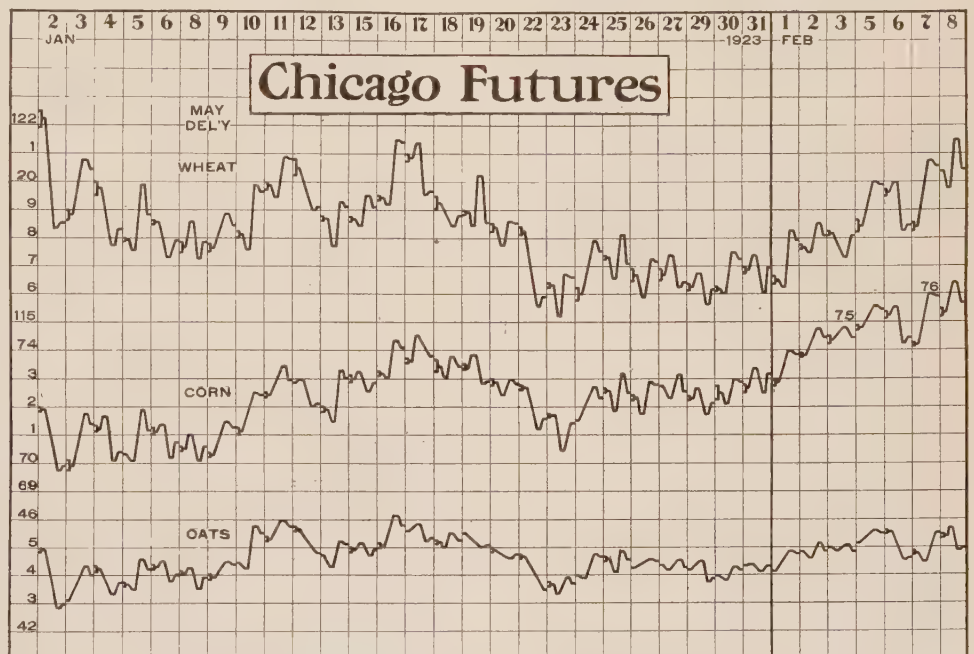
TEXAS.

Greenville, Tex., Feb. 1.—Practically no winter wheat planted and on account of the excessive dry weather no oats have been planted. Dry weather is damaging what wheat there is.—G. H. Stark.

The Helper's Prayer.

O Lord, deliver me, I pray, from berds that feel that they was ment to do the grate big things in life—to be the dollar, not the cent. the fellows who are appt to feel that jobs witch they shood ot to do are far beneath there mitey class, & pass the bukk, to me, & you. but give me, Lord, the gi who thinks he aint too good to do his part, & bukkles into evry job—& does his best, with all his hart. The praktiss that this berd will get in doing things that may be small, will make him redly for the job that the uther berd cant tutch at all.

—From The Columbian Crew.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Jan. 25.	Jan. 26.	Jan. 27.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 3.	Feb. 6.	Feb. 7.	Feb. 8.	Feb. 9.
Chicago	117 1/8	117 1/4	116 1/4	117 1/4	117	118	118 1/8	118 1/2	120	118 1/2	120 1/2	120 1/2	121 1/2
Kansas City	109	109	108 1/2	108 1/4	109 1/4	108 3/4	109 3/4	110 1/4	109 1/2	111 1/2	110 1/2	112 1/2	113
St. Louis	115 1/2	115 1/4	114 1/4	114 1/2	115 1/4	116 1/4	116 1/2	116 3/4	118 1/2	116 1/2	119 1/4	118 3/4	119 3/4
Minneapolis	117	117 1/4	116 1/2	117 1/2	117	118	118 1/2	118 3/4	120 1/4	119 1/4	120 1/2	120 3/4	121 3/4
Duluth (durum)	104 1/2	104 1/4	103 1/4	103 3/4	102 3/4	103 3/4	103 3/4	103 3/4	105	104 1/4	105 1/4	105 3/4	106 1/2
Winnipeg	112	112 1/2	112	111 1/2	112 1/2	112 1/2	112 1/2	112 3/4	114	113 1/4	114 1/4	113 3/4	114 1/2
Milwaukee	117	117 1/2	116 1/2	116 1/4	117 1/2	116 3/4	117 3/4	118 3/4	118	119 3/4	118 3/4	120 1/2	121 1/2
MAY CORN.													
Chicago	72 1/2	72 1/2	72 1/2	72 1/4	73	73 1/4	73 3/4	74 1/2	74 1/2	75 1/2	74 1/2	76	75 1/2
Kansas City	69 3/4	70 1/4	69 3/4	69 3/4	70	70	70 3/4	71 1/2	71 1/2	72	71 1/4	72 1/2	72 3/4
St. Louis	72 1/2	73 1/4	72 1/2	72 1/4	73	73 1/4	74	74 1/2	74 1/2	75 1/2	74 1/2	76	75 3/4
Milwaukee	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	73 1/4	73 3/4	74 1/2	74 1/2	75 1/2	74 1/2	76	75 1/2
MAY OATS.													
Chicago	44 1/2	44 1/2	44 1/2	43 3/4	44 1/4	44 1/4	44 1/2	44 1/2	44 1/2	45 1/2	44 1/2	45 1/2	45 1/2
Kansas City	43 1/4	43 1/4	42 3/4	42 3/4	42 3/4	42 3/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4
St. Louis	46 1/4	46 1/4	46	45 1/2	45 1/2	45 1/2	46 1/4	46 1/4	46 1/4	46 1/4	46 1/4	46 1/4	46 1/4
Minneapolis	38 3/4	39	38 3/4	38 3/4	38 3/4	38 3/4	39	39 1/4	39 1/4	40	39 1/4	39 3/4	39 3/4
Winnipeg	48 3/4	49	48 3/4	48 3/4	49	48 3/4	49	49 1/4	49 1/4	49 1/4	49	49	49
Milwaukee	44 1/2	44 1/2	44 1/2	43 3/4	44 1/4	44 1/4	44 1/2	44 1/2	44 1/2	45 1/2	44 1/2	45 1/2	45 1/2
MAY RYE.													
Chicago	87 1/4	87 1/4	86 3/4	86 1/2	86 3/4	86 3/4	87 1/4	87 1/2	87 1/2	88 3/4	87 3/4	88 3/4	88 3/4
Minneapolis	80 3/4	80 3/4	80 1/4	80	80 1/4	79 3/4	80 3/4	80 3/4	80 3/4	81 1/4	80 3/4	81 1/4	81 1/4
Duluth	83 3/4	83 3/4	83 3/4	83	83 3/4	83 3/4	83 3/4	84 1/4	83 3/4	84 1/2	83 3/4	85	85 1/4
Winnipeg	84	84	83 1/2	83 1/4	83 3/4	83 3/4	83 3/4	84 1/4	83 3/4	86 1/2	85	85 3/4	85 1/2
MAY BARLEY.													
Minneapolis	55 1/2	56	55 1/2	55 1/2	55 1/4	55 1/4	56 1/4	56 1/2	56 1/2	57	56 3/4	57 1/4	57 1/4
Winnipeg	58	57 3/4	58	57 3/4	57 3/4	57 3/4	57 3/4	58 1/2	58	58 3/4	58 1/2	58 1/2	58 1/2

"Long Pull" Price Making Factors.

BY JOHN WISE.

After having remained at a certain level for several months prices acquire an inertia which tends to retain them at the same level. Buyers and sellers are more willing to do business at a level which has established itself as the current level. This inertia is so heavy at times as to prevent the market from responding to market factors making for lower or higher prices, and is largely due to the withdrawal of sellers or buyers from the market when prices are, in their opinion temporarily, below or above the recent level.

The corn market since Nov. 1 has been ruling at the level of 69 to 73 cents for the May delivery, which is a considerable advance on this crop since the December delivery touched its low of 52 cents on Aug. 12; but the price did not remain around 55 cents long enough to establish that as a level in the minds of traders, whereas the present level is well established.

While the new crop was hastening to maturity buyers held off and the price sank; but as the country knew corn could be made into pork at the equivalent of \$1 per bushel there developed a stubborn resistance among farmers to sell corn at the prevailing low prices, and we had an unusual rise during the fall, culminating Dec. 18 at 75½ cents for the May delivery. Cash No. 2 mixed corn advanced from 60 cents in August to 77 cents in December; and dating back to the 1921 low of 42 cents on Oct. 22 there has been an advance of 35 cents per bushel. Wheat also made an advance from \$1 to \$1.37 from August, 1922, to December.

Both cereals have had all the advance they are entitled to under an old superstition which has been followed since before the war that wheat should not advance or decline more than 35 cents per bushel on any one crop year. This superstition amounts to this that old traders, as investors, are not willing to follow the advance farther than 35 cents. Their profit taking, however, will not hold the market other than temporarily when conditions become still more bullish or bearish.

Speculators in corn are now confronted with the question: Is corn going higher or has it had its advance on this crop? The temporarily oversold or overbought state of the market has no bearing on this question, which will have to be decided by considering the long-pull factors, among which are the visible supply, the crop, and farm stocks. The consumption for feeding is variously interpreted.

G. W. Beaven says:

Government report on the number of hogs on farms would seem to indicate that we can expect much higher prices for corn later in the season. Average weight of the hogs received at Chicago last week was the heaviest at this season of the year in over 10 years, and 15 lbs. above the average for that period. This confirms all reports of liberal feeding operations; and a remarkable disappearance of corn is likely to be shown in the Mar. 1 returns on farm reserves. No let-up in feeding operations is to be expected. Number of fall litters in 1922 was 18.6 per cent in excess of 1921, while the number of sows bred for spring litters is 13.1 per cent more than last year, as shown by official reports.

S. P. Arnot does not take a bullish view, in the following:

The Government report showing 63 million hogs in the country on January 1st, an increase of five million over last year, has created some bullish enthusiasm in the corn market.

It might be well to recall that on January 1st, 1919, there were 75 million hogs, or 12 million more than at present, and the total live stock was 27 million more than we have now.

The corn crop of 1918 was 385 million less than the crop of last year. This means that we have 385 million more corn with which to feed 12 million fewer hogs and 27 million fewer live stock of all kinds.

One view of the hog feeding situation about neutralizes the other. The other factors, of the crop and the visible are bullish, but not so much so as to not have been fully discounted by the rise in price during the past several months.

Some other powerful influence must account for the current high price of corn and it is likely the prospects for a general inflation of

all prices during 1923 has more to do with the rise than any other factor.

The war showed what inflation can do to the price of grain. Under the influence of inflation the price of cash corn advanced from 98¼ cents in January, 1917, to \$2.36 in August, 1917, a difference of \$1.42. A secondary period of inflation such as is now expected would certainly move the price upward to some degree. To forecast this advance as due to reach \$1.00, \$1.25, \$1.50 or any other price is absolutely of no practical value, for the reason that the culmination of the advance will be controlled by other considerations than the distance covered in cents from some earlier low point. Some time between May 1 and Aug. 1 the boom in corn may culminate, on an overbought state of speculation, or heavy rains in the corn belt during July. If corn should advance to a legitimate price, all things considered, of 90 cents per bushel, and inflation in other commodities continues, after that time, corn can be expected to make a still further advance to unwarranted high prices. Assuming that all commodities are to be inflated during the first half of 1923 the speculator should buy corn on all minor setbacks between March 1 and May 1.

During the 50 years, from 1873 to 1922, inclusive, the highest price of cash corn during the month of February averaged 54 cents. The average highest price during the following month of May each year was 66 cents, showing an average advance of 12 cents per bushel.

In some years the trader who bought at the highest price of February had a small loss when the market made its March and April lows. For the 42 years since 1880 the average drop from the top in February to the bottom in either March or April was only 3¼ cents per bushel; and the average advance from the lowest of either March and April to the May high was 15 cents.

In the exceptional years when corn was cheaper in May than in February the spring decline had been preceded by a prior decline in the earlier part of the crop year from very high prices in August to November the calendar year before, indicating that the bearish conditions which became known after harvest continued to have their influence on the market price from February to May.

THE FARM Credits Bill was passed by the Senate Feb. 2 by a unanimous vote. The bill creates a new farm credits department in each of the twelve federal bank districts, with a starting capital of \$60,000,000. A provision provides for doubling the capital if needed. The limit of credit authorized is placed at \$1,200,000,000, or ten times the capital.



Charles L. Niemeier, St. Louis, Mo.,
Deceased.

Receiver for Equity Co-operative Exchange.

The appointment of a receiver for the Equity Co-operative Exchange of St. Paul, Minn., was requested Jan. 31, by Emil Piper, Ole Mattson, Alfred Munter, K. O. Brakke, K. P. Satrom, H. M. Critchfield, E. E. Gordon, eight of the members, and the Equity Exchange of North Dakota, Inc.

While the career of the Exchange since it was organized 11 years ago has been a stormy one, with trouble inside and outside of the organization, the present court proceedings grow out of a wheat pool the Equity undertook, and the dissatisfaction of the poolers with the results. The petitioners allege the officers of the Equity arbitrarily charged the members of the pool 15¼ cents a bushel for handling it, and failed to account for the funds properly. They demand an accounting of the pool, and a receiver for the Equity Co-operative Exchange.

Liabilities of the Equity are alleged by the petitioners to aggregate \$1,146,266, with but \$780,142 to meet them. The claims of the petitioners and other stockholders on account of the pooled grain aggregate \$200,000.

The hearing on the petition continued for several days before Judge Chas. Bechhoefer. Plaintiffs presented an affidavit by M. W. Thatcher, an accountant, showing a deficit of more than \$500,000; while the attorneys of defendant alleged there is a cash surplus of \$13,851.

A temporary injunction restraining the officers of the Exchange from selling its grain elevators pending the outcome of the receivership proceedings was granted Feb. 2 by Judge O. E. Lewis of the Ramsey County District Court.

James Manahan, attorney for plaintiffs, said:

"The Equity Co-operative Exchange and its lawyers have tried to bribe our plaintiffs to withdraw from this suit, but they couldn't buy all of them off.

"This exchange has swindled the farmers of Iowa out of about \$500,000 with a con game. At the very hour the officers of this company in August, 1922, wrote the directors that at any time the doors of the exchange might close—at that very hour they were selling the company's stock in Iowa at a premium.

"It looks like plain stealing to me. Yet that was the same crowd that the defendants want kept in power to further blacken the name of the co-operative movement in the Northwest."

The hearing was closed Friday, Feb. 9, Judge Bechhoefer announcing he would take the case under advisement. As he has a mass of documentary evidence to go over a decision is not expected for several days.

Charles L. Niemeier Passes On.

After an illness of nearly three years' duration, Charles L. Niemeier, former pres. of the St. Louis Merchants Exchange, and pres. of the Schultz & Niemeier Commission Co., died in a sanitarium at Jacksonville, Ill., Sunday, January 28. He was 57 years of age, and had been a patient for the last six months, due to a nervous breakdown.

For the past twenty years he had been a member of the Merchants Exchange of St. Louis, but his connection with the grain business dates back to 1887, when at the age of sixteen he associated with the Schwartz Bros. Commission Co. In 1900, he formed a partnership with Henry C. Schultz, and the firm incorporated later as the Schultz & Niemeier Commission Co. Until the death of his partner, Mr. Niemeier was sec'y-treas. of the company, and since that time has been pres.

During 1913 and 1914 he served as director of the Merchants Exchange, and in 1917 was elected to 2nd vice-presidency, which office he held for two years. In 1919 he became 1st vice-president and in 1920 succeeded to the presidency.

Storage Annex of Kansas City Southern Elevator.

Kansas City has added one new fireproof elevator and two fireproof storage annexes to its grain handling facilities recently.

The addition and improvements to the Kansas City Southern elevator operated by the Moore-Seaver Grain Co., will greatly expedite the work of handling grain at this plant as well as increase the storage capacity.

The addition consists of sixteen reinforced concrete tanks, eight tanks 21'3" inside diameter and eight tanks 18'9" inside diameter forming nine interstice bins. From top of basement floor to bin floor measures 100 ft. and the bins are covered by cupola 12 ft. high.

The foundation consists of a solid concrete mattress on piles. The sliding forms were started from this mattress and concrete hopper bottoms supported on independent columns were built afterward.

The grain is brought to this addition by means of two belt conveyors thru steel bridges and distributed to the various bins by two-pulley self-propelling Weller Trippers. The bridges are of sufficient width to accommodate the trippers. This makes it possible to spout directly from the belt conveyors to the eight old tanks located between the workinghouse and the new addition, although the old tanks are more than 30 ft. shallower than the new.

The grain is carried back to the workinghouse by means of two interwoven rubber belt conveyors which also serve the old storage. The belt conveyors are driven by electric mo-

tors connected by means of high speed silent chain drives directly to the head shafts. Two of the legs in the workinghouse were disconnected from the old line shaft and provided with electric drives.

The capacity of the addition is 420,000 bushels, bringing the total capacity of the plant well above a million bushels. The addition was designed and constructed by the Follwell Ahlskog Co.

Abandonment of the C., P. & St. L. Railroad.

A hearing was held by the Interstate Commerce Commission, J. F. Gray, examiner, at Springfield, Ill., Feb. 6, on the application of the Chicago, Peoria & St. Louis Railroad to abandon the operation of its lines.

A number of patrons of the railroad were present to protest against its abandonment. Among the shippers using the line are the operators of many grain elevators at stations between Peoria and St. Louis, between which cities the company operates 200 miles of road.

When asked by Examiner Gray how much any one could afford to pay for the road, W. C. Hurst, general manager, stated that not even an investment of \$2,000,000 could make the railroad profitable.

The C., P. & St. L. is suffering, like other roads, from high cost of railroad labor as regulated by the U. S. Railroad Labor Board, the high cost of locomotive fuel as forced by the mine labor monopoly, and excessive tax-

Liability of Elevator Operator under Compensation Act.

Wm. Rohr, a boy of 16, employed to help handle grain in the elevator at Beckemeyer, Ill., was injured Nov. 8, 1918, and died 11 days later.

His father and mother made claim before the Illinois Industrial Commission under the Workmen's Compensation Act, and their allowance was changed by the circuit court to the minimum under the law of \$3.85 per week for 428 weeks, and \$2.20 for one week, payment to commence on the eighth day after the injury.

The boy had worked at the place two months at the time of the accident and was paid \$12 a week. He went into a bin near the cog-wheels and shafting to get a rope, and his younger brother, who was not employed there, threw on a clutch and started up the machinery. William's sweater caught in the machinery, and he was thrown and received a cut in the back of his head, his left shoulder and chest were bruised.

He went into the elevator office and sat down and said he was not hurt, but the man in charge told him to go home. A doctor, called to the home of the boy the same day, found him excited, coughing very hard and complaining of various pains. The second day he noticed pneumonia symptoms. The doctor testified that at the time of the injury the patient's vitality was very low, and under those circumstances an injury would tend to produce pneumonia complication. The death certificate stated the immediate cause as pneumonia and influenza.

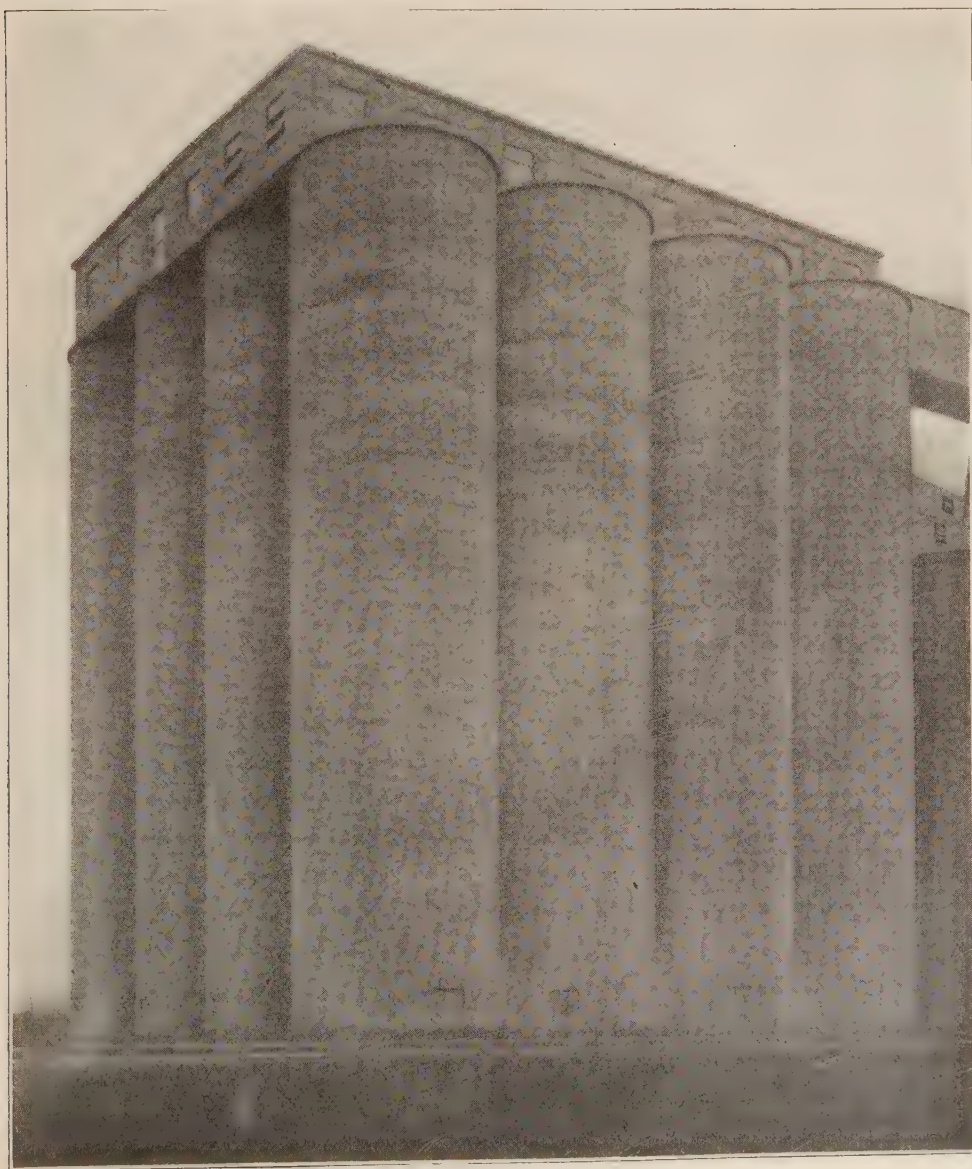
The grain elevator was owned by the Farmers' Elevator Co., and leased to Henry H. Timmermann at \$22 a month, with a proviso that the Trenton Milling Co. agreed it would receive all the wheat bought by Timmermann at a certain price based on the St. Louis price. Timmermann bot and sold corn and feed and conducted other business at the elevator with which the Trenton Milling Co. had nothing to do.

The milling company deposited money to Timmermann's account at the local bank, against which Timmermann gave out checks in payment for wheat, the checks being marked "T.M.Co.," the money being in Timmermann's name, out of which he paid wages, and other expense, at the end of the month receiving 2 cents per bushel commission for himself for handling the wheat. Timmermann had entire charge of the elevator, and hired the boy.

When claim was made by the parents the arbitrator of the Industrial Commission made an allowance against the Trenton Milling Co. and dismissed the application as against Timmermann. On review the Industrial Commission set aside the award and increased the amount allowed against the milling company. On appeal by the milling company the circuit court held Timmermann alone was responsible, and reduced the compensation.

The Supreme Court of Illinois on Dec. 19, 1922, affirmed the judgment of the circuit court, holding that the accident rather than the disease was the cause of death. The court said:

Taking the contract between these three parties as a whole, together with the admitted method of conducting the business in which Timmermann was engaged, the conclusion necessarily follows that Timmermann did not conduct the business as a subordinate agent or employee of the milling company, but was entirely independent in the control and management of the elevator, and that he ran an independent business, having merely a contract with the milling company as to the sale of wheat. In our judgment, it is not material whether the Farmers' Elevator may or may not have made it a condition of the rental of its elevator to Timmermann that he sell all his wheat to the milling company. Timmermann hired the deceased, directed all his work, and from all that appears from the record the milling company may never have known that he was employed by Timmermann.—137 N. E. Rep. 440.



Storage Annex of Kansas City Southern Elevator at Kansas City.

Iowa Meeting of Co-operative Ass'n.

The nineteenth annual convention of the Farmers Grain Dealers Ass'n of Iowa was held at Des Moines, Tuesday, Wednesday and Thursday, Jan. 23 to 25. About 300 persons were in attendance.

Pres. S. J. Cottingham opened the first session at 10:30 a. m. and delivered his annual address, from which we take the following:

One of the phases of the farmers' elevator business that has tended to change profits to losses, has been the practice of storing grain for patrons. I believe that the proper place to store grain is on the farm, as very few of our farmers' companies are equipped to handle a very large amount of stored grain without placing it on the market, so as to provide room for the grain purchased. The market conditions during the past year or two have been such as to make losses on transactions of this kind almost certain at all times. Everything possible should be done to discourage the storing of grain for patrons unless facilities are adequate so that it will not be necessary to ship this grain to terminal markets.

The car situation has been so very discouraging, that it has been almost impossible for some companies to do business at all for more than just a day or two, occasionally. This ass'n has been of considerable assistance in securing additional cars supplied at a number of stations. One of our member companies tried every method of securing cars and had failed to make much of any impression on railroad officials, but by taking the matter up thru our ass'n office at Fort Dodge, this particular company received eleven box cars in one day. It would, of course, be impossible to do this in every instance, and perhaps not in many cases, but where there is actual discrimination and our member company is not receiving a square deal in accordance with the rules, this ass'n can secure prompt action and a satisfactory adjustment of the difficulty.

There have been a number of complaints of the methods used, and the rules followed as a basis in making distribution of box cars, which rule is now based on the reports filed by shippers, giving quantity of grain on hand, ready for prompt loading and shipment, regardless of the amount of business transacted under normal conditions. This ass'n has made application for a change in rules and I believe that the business transacted by each shipper, when there is no car shortage, should be taken into consideration in making a distribution of grain cars in times of car shortage.

At the afternoon session Sec'y Larson read his report which covered in detail all the activities of the ass'n during the year. From it we take the following:

The work for the past year just closed has been conducted and developed along the same lines as planned during the past two or three years, always bearing in mind that the service should be kept up to a high standard and bettered when possible. As a result, the year just closed has been the best year in the history of this association. More demands have been made for our service, and a much greater amount of work has been accomplished than ever before. In the past years our work has been seriously handicapped by a lack of funds and on account of having to do business with very little financial backing. It will be noted by the financial reports to be given later, that your association has shown marked improvement along this line. One of our member companies filed a complaint with us, stating that they were paying \$195 per year as rental of an elevator site. The amount of ground used being about one-half acre, and as the company was located in a small town in which the value of this property could not possibly exceed more than \$300 per acre, it appeared that they were paying each year as rental more than the land was actually worth. We took this matter up with the officers of the railway company, and while the lease was signed and had three more years to run, we secured a reduction in the rent which was from \$195 per year to \$40 per year, and effected a net saving to the elevator company of \$155 per year. Another case we secured a reduction of from \$60 to \$30 per year and in still another, a reduction from \$95 per year to \$45 per year. In some cases, however, the railway company refused to make a settlement, and we have, therefore, several complaints filed with the Board of Railroad Commissioners which will come up for hearing at an early date. We have found that the number of increases in rental charges have not been justified and we feel, therefore, that it is the duty of this ass'n to continue its fight for rental conditions that will be on an equitable basis.

In checking thru our lists of surety bonds we find that we are carrying, at the present time, 123 bonds that are handled under our contract. We have an exceptionally low rate of \$3 per thousand dollars on a manager's bond. During the past year we collected on two claims of embezzlement, one for \$3,700 and the other for \$2,200, which claims were paid promptly.

We recommend that a special effort be put

forth for the purpose of securing the membership of all of our member companies. There are still a number of farmers companies in this state that are not members of the ass'n.

R. R. Baldridge, Dubuque, Ia., addressed the assembly on "Simplified Income Tax Blanks" and gently informed the dealers, "There ain't no such critter".

"Successful Community Co-operation" was the subject discussed by Lawrence Farlow, sec'y of the Farmers Grain Dealers Ass'n of Illinois. He stated that terminal elevators operated co-operatively would prove a success only when 40 elevators in Illinois and Iowa are willing to invest \$1,000 each.

Charles H. Eyler, sec'y of the South Dakota ass'n, addressed the convention on "Fire Insurance for Farmers' Companies". He said that all farmers' companies should carry insurance thru its state ass'n, and that in South Dakota that plan had been in effect since 1919 and is better today than ever. All state ass'ns should go in with other states and thus cut the cost for each. "We do not limit the amount of insurance on any company but we re-insure all amounts over \$5,000. It is the plan to extend to all the states where there were state ass'ns and thus form a national ass'n."

"Transportation Problems" was the subject of an address by Dwight N. Lewis, member of the Iowa State Board of Railroad and Warehouse Commission.

Chas. Adkins, Decatur, Ill., addressed the convention Wednesday evening on "Mistakes and How to Correct Them." He stated that it would be a mistake to organize a commission company at a terminal market until at least 200 elevators each in Illinois and Iowa advanced \$1,000 each to start the company. Such a subscription would finance the company and "it could run longer before it went bump." He further said it was a mistake to ask for membership on the Chicago Board of Trade with a privilege of rebating as that would be unjust to non-rebating members, and it was a mistake to run to Congress or the State Legislature to get laws passed to correct real or imaginary wrongs. "Your business can be run 50 per cent better without politics. We would receive the hardest blow in our history if we do away with what we have in the way of a market before we provide something better."

E. H. Cunningham, sec'y of the Iowa Farm Bureau Federation addressed the dealers Thursday morning on "Farmers Elevators as Foundation for Co-operative Marketing". With regard to the United States Grain Growers, Inc., he said he had gone thru the affairs of the company with great care and it appeared that gross mismanagement was the big fault. With the exception of Adam Middleton of Iowa, it appeared that all the members of the board of directors had selfish motives. When Mr. Cunningham took hold of the organization it was paying \$25,000 a year rent, with fancy furniture and a score of stenographers and office help. He cleaned out the crowd and acquired \$100 a month offices and plugged along with two stenographers, but he explained that he did not hold out the hope that it will ever be a sure winner. With a hidden surplus exposed, much indebtedness had been cleared up and the indebtedness is now \$300,000, divided among several states with about \$157,000 in Illinois.

Election of directors resulted as follows: 1st district, R. W. Carter, Sergeant Bluff; 2nd district, G. M. Dyer, Spencer; 3rd district, C. R. Scoby, Algona; 4th district, W. F. Dodderer, Rockwell; 5th district, H. F. Tobin, Palmer; 6th district, John G. Merritt, Glidden; 7th district, S. J. Cottingham, Stanhope; 8th district, S. Kemmerer, Ames; 9th district, P. A. Lund, Cedar Falls.

Resolutions adopted by the convention stated that control of car distribution within certain limits should be reposed in state railway commissions rather than in the Interstate Commerce Commission. Authority should be given the state commission to make reasonable orders and regulations not in conflict with federal law or with the lawful orders of the interstate

commission. The state commission should be free to effect an equitable distribution of cars, without regard to whether they are required for use in interstate traffic. Action was also urged on the Great Lakes-St. Lawrence waterway plan. Other resolutions directed officers of the ass'n to work for further reasonable revisions of freight rates, and to forward plans for establishing terminal grain handling facilities under ownership of farmers' companies.

Managers' Session.

Wednesday was devoted to a separate session of managers where the following subjects were discussed: My Best Method of Advertising; Hard Competition and How I Met It; The Auditing Service; Methods of Financing the Company; Picnics; The State Ass'n; The Farm Bureau; The Farmers Union; Making Money for Our Company. A prize was offered for the best address and it brot out many interesting talks.

The managers elected E. H. Huibregtse as pres., J. White as vice-pres. and E. L. Kreger as sec'y-treas.

THE difficulties of the railroads have their origin in the labor problem. Direct and indirect expenditures for labor constitute a large proportion of their entire outgo. High freight rates primarily made necessary by inadequate output in proportion to wages paid are reflected in all classes of prices, especially agricultural products and other bulky or heavy raw materials. Failure of the railroads to earn sufficiently has made impossible the raising of new capital with the result that extensions and improvements are kept at a minimum and the transportation system of the country is falling behind the general economic development and population growth. The present situation cannot continue indefinitely. Unless conditions change so that the farmers, a majority of the manufacturers and the railroads are enabled to make reasonable profits, curtailed production and unemployment will follow and costly readjustments will inevitably result.—Pres. Alexander of National Bank of Commerce.

New President of Peoria Board of Trade.

E. R. Murphy, recently elected pres. of the Board of Trade at Peoria, Ill., is well qualified to lead the exchange during the coming year.

He has been connected with the grain trade for nearly twenty-seven years, starting as office boy for S. C. Bartlett & Co. in 1896. He remained with that company until the death of Mr. Bartlett in 1919.

At that time Wm. Stacy and Mr. Murphy formed a partnership and organized the Stacy Grain Co., of which Mr. Murphy is now vice-pres. and director.

For the past five years he has served on the board of directors of the Board of Trade and during the year of 1922 was vice-pres.



E. R. Murphy, Peoria, Ill., Pres.-Elect Board of Trade.

Illinois Co-operative Dealers Meet at Decatur.

The twentieth annual meeting of the Farmers' Grain Dealers' Ass'n of Illinois was held at Decatur, Ill., Feb. 6, 7 and 8.

The first session opened at 2 p. m. Tuesday afternoon and was devoted to reports of officers and com'ites. Sec'y Lawrence Farlow of Bloomington read his annual report and commended the Illinois Commerce Commission for its finding that where railroad tracks are used for other purposes than for the grain elevator situated upon it, the maintenance should be borne by the railroad company. He also spoke of the high rentals charged by railroads for elevator sites and stated that the ass'n had done much good work in keeping the rentals within reasonable limits, often times causing reductions as high as sixty per cent.

The Managers' Club held its session on Wednesday and Geo. Mellon of Mazon addressed the assembly. He denounced very emphatically the slow and easy methods of managing ass'ns and said in part, "Our leaders are too much addicted to stand-patism, it is time to do a little 'hollering'; we need constructive criticism, destructive if necessary; we are not getting anywhere; we are slipping backward and what has been done has too often been done in a school-boy way.

"If necessary to change our board of directors, let's change; if necessary to change the sec'y, change him; if necessary to change the editor of our official publication, change him; let us not die in our tracks. Let's do something.

"We are twenty-five years behind the times and every year we have the same old resolutions presented in the same old way, endorsing all that has been said or done. Let's get off the tread mill. We must do something to build up the grain trade.

"I want to say a word to the resolutions com'ite and that is that we adopt a resolution to search out in our movement the gang of blood suckers, busted halo artists, and siren song 'guys,' who are prowling our midst, and kick them from the confidence and councils of our movement and put them where they belong. Another resolution is that if the governing body and staff of our official organ feel they have reached the zenith of their efforts; that we do not consider their efforts fulfill what we want; then we ask them to resign. Resolution number three would be that we ask the board of directors and the sec'y to clean the moss from the roofs and rafters of their institution and get out and do something really constructive; if they have not the ability to do these things, they should give someone else a chance."

Former Governor Lowden of Illinois addressed the dealers on the agricultural situation and said that the well being of the United States agriculture is essential to the well being and progress of the entire nation.

"Transportation and the Railroad Question" was the subject of Frank L. Smith, chairman of the Illinois Commerce Commission, before the dealers at a banquet and entertainment on Wednesday evening. He spoke on the troubles encountered by the commission in its efforts to get cars for grain dealers during the car shortage period, and advocated the placing of more power in the commission's hands with regard to regulation of distribution of cars.

"Co-operative Buying" was the subject of an address by E. G. McCollum, sec'y of the Farmers' Grain Dealers' Ass'n of Indiana, and "Past, Present and Future of the Farmers' Elevator Movement" was the title of an address delivered by John Miller of Galva.

Report of the resolutions com'ite and the election of officers for the ensuing year was the only business taken up at the last session on Thursday morning. F. A. Mudge, Peru, was elected pres.; L. W. Olmstead, Somonauk, vice-pres.; C. H. Bonell, Owaneco, second vice-pres., and W. H. Hindahl, San Jose, treas. Di-

rectors elected were W. A. Glaser, Sublette, D. H. Allen, Delavan, and Ferdinand Meier, Nokomis.

Freight Loadings More than a Year Ago.

Loadings of revenue freight for the week ended Jan. 27 amounted to 871,164 cars, an increase of 130,776 over the total of 740,388 for the corresponding week in 1922, and an increase of 169,559 over the total of 701,605 in 1921, reports the American Railway Ass'n. Of this amount, loadings of grain and grain products totaled 46,819, or 3,579 less than the corresponding week of 1922.

For the week ended Jan. 20, the total cars loaded amounted to 865,578, an increase of 134,469 cars over the total of 731,109 in 1922, and an increase of 156,920 over the total of 708,658 in 1921. Of this amount 48,280 cars were loaded with grain and grain products, compared with 52,215 the corresponding week in 1922. Western districts alone loaded 33,025 cars of grain and grain products during the week ended Jan. 20.

Locomotives in need of repair on Jan. 15 totaled 16,073, or 24.9 per cent of the total in service. This was an increase of 524 over the total reported Jan. 1, and is due to the severe weather experienced in various parts of the country.

HARD WHEAT is needed by Spain to mix with its soft wheat, reports Commercial Attache Cunningham. The amount needed is 200,000 tons and it is believed that importation of a limited quantity will soon be authorized. In 1921, importation of hard wheat was 465,000 tons; these formerly varied from 180,000 to 240,000 per year. The present high duty, 42 cents per bushel, and the policy of excluding foreign grain, do not appear to have been effective in forcing the domestic price of wheat high enough to protect growers. The local price varies from \$1.70 to \$2.22 per bushel and farmers do not believe they are receiving full value.

A 30,000 Bushel Cribbed Elevator.

Last November, the Farmers Elevator Co., Sherman, Minnehaha County, So. Dak., lost its elevator by fire. Inasmuch as the town is located in the center of a well developed agricultural territory at the extreme eastern edge of the state, a contract was immediately given the T. E. Ibberson Co. for a new house. The result was that a new 30,000-bu. iron clad elevator now stands on the right-of-way of the Great Northern Ry.

The elevator has thirteen bins and is situated on a foundation of concrete, reinforced with steel. Two legs are equipped with a Double Distributing spout and power is furnished by Link Belt Silent Chain drives from two 7½-h.p. G-E motors located in the cupola. On the workfloor is a Wonder Grain Cleaner and an Ibberson Bin Alarm System. All spouting throughout the house is constructed of 14 gauge steel. For shipping out a 1500-bu. Richardson Automatic Scale has been located in the cupola.

A truck lift is used for receiving grain in the driveway; it is installed in the receiving scale, which is 10-ton, 16-foot and equipped with a type registering beam.

The beam of the scale is located in an alcove built into the office adjoining the driveway. The office building consists of two rooms and a full basement in which the heating plant has been located. The two rooms are plastered with a hard finish plaster, cased up with Norway Pine and finished with two coats of varnish.

All outside walls are covered with corrugated galvanized iron and roofs have a covering of standard seam roofing. The new elevator, which is reproduced herewith, is a credit to the community and will undoubtedly give excellent service to its operators.

A VERDICT in favor of the Alfalfa Growers Ass'n of California was rendered against A. Icardo, a farmer who had refused to pay an assessment levied by the ass'n on all members, before it became insolvent. Counsel for the defendant was granted a new trial.



A 30,000-bu. Cribbed Elevator at Sherman, So. Dak.

Grain Carriers

THE B. & O. Ry. will purchase 8,000 new freight cars and 52 locomotives at a cost of \$16,000,000.

BUFFALO, N. Y.—Three or four new transportation companies are to organize shortly for business on the Barge Canal.—B.

A UNIFORM bill of lading act, similar to that of other states, has been introduced into the Indiana Legislature by Senator Daily.

THE SOUTHERN Pacific has reduced freight rates on corn products from transcontinental freight bureau Group D points and west, effective March 14, to \$1.10.

PANAMA CANAL traffic increased during the first four months of the fiscal year 1923 96 per cent in intercoastal trade, compared with the corresponding period of the year before.

TO INVESTIGATE the proposed nine-foot channel for the gulf to Great Lakes waterway, the special committee appointed by the Senate will hold hearings to begin at Chicago in April.

PROPOSED increased rates on grain products from Idaho points to Spokane, Wash., over the Northern Pacific Ry. were held not justified by the Interstate Commerce Commission, February 7.

TO RELEASE more than 1,000 grain cars now in New Jersey railroad yards, 1,000,000 bus. of grain will be placed for temporary storage in the Barge Canal Elevator at Gowanus Bay, Brooklyn, N. Y.

EAR CORN rates from Mathiston, Miss., to New Orleans, La., are held unreasonable by Examiner J. P. McGrath of the Interstate Commerce Commission, to the extent that the rates (25c) exceed 19 cents.

RATES charged on imported brewers' rice from Seattle and Tacoma, Wash., to Sioux City, Ia., were found not unreasonable by the Interstate Commerce Commission in No. 12802, California Grain Co. v. Director General.

THE M. K. & T. Ry. will spend \$29,000,000 for improvements and new equipment. New equipment to the extent of \$9,000,000 has already been ordered, including 2,500 freight cars, of which 1,500 will be 80,000 lb. capacity.

THE INTERSTATE Commerce Commission in No. 13312, Birmingham Commission Co. v. Director General, found that a shipment of hay from Morganfield, Ky., to Birmingham, Ala., was overcharged and ordered reparation.

DEMURRAGE has been recovered by the Lehigh Silk Dyeing Co., Allentown, Pa., on cars not placed by the Lehigh Valley Railroad in the order of their arrival, under a recent decision by the Interstate Commerce Commission.

THE WABASH railroad's rate on wheat from Omaha to East Hannibal, Ill., will apply via Conception, Mo., and Kansas City, Mo., when milled at Kansas City and forwarded via the Wabash to Detroit, Toledo, or points east thereof, effective Feb. 6.

LACK OF FUNDS and opposition offered by the Senate has caused the international deep waterway plan to be abandoned in Canada. Sir Adam Beck is reported to have proposed turning the St. Lawrence river into a hydro power waterway, instead of deepening it for traffic.

A COMPLAINT has been filed with the Interstate Commerce Commission by the Montana Railroad Commission charging that export rates unjustly discriminate against domestic commerce and are unduly preferential to export commerce. The Montana Commission asks that the C. M. & St. P., G. N., and N. P. railroads be ordered to establish rates east and west that shall be equal for like distances and to move and transport grain in domestic interstate commerce for rates not higher than those for grain moved in export commerce.

THE COMPLAINT of the Kellogg Toasted Corn Flake Co. v. A. T. & S. F. Ry. Co., I. C. C. No. 13015 was dismissed when the commission found rates on corn from Illinois points to Battle Creek, Mich., not unreasonable or unduly prejudicial.

BUFFALO, N. Y. — The New York state authorities have asked the Interstate Commerce Commission to issue an order requiring the New York Central Railway to give switching facilities to the local Barge Canal terminal. This would be a boon for the grain trade.—B.

WESTERN and southern classification ratings of third class were found unreasonable on sudan grass in less than carloads, by the Interstate Commerce Commission in No. 12949, Mangelsdorf Seed Co. v. C. B. & Q. Ry. The commission prescribed fourth class ratings to be used in the future.

THE MISSOURI Pacific has modified the embargo placed on grain shipments Jan. 27, and is now accepting shipments from Omaha to Kansas City. Under the embargo all eastbound freight originating at Kansas City and at all points on other lines destined to St. Louis and points beyond was not accepted.

RATES on grain, grain products and hay produced in Oklahoma and shipped in interstate commerce are too high, reports an examiner for the Interstate Commerce Commission. In comparison with similar rates in other territories, the present rates should be reduced from 5 to 20 per cent.

A HEARING will be held in the Transportation Bldg., Chicago, Ill., Feb. 20 at 10:00 a. m. on the proposed change in the rule governing the weights on transit shipments of grain, grain products and grain by-products, as given in Docket Advice No. 5832, reports Eugene Morris, chairman of the Central Freight Ass'n.

A MEMORIAL from the Texas state legislature requesting the Federal government to relinquish its lien on the Kansas City, Mexico & Orient Ry. has been presented to Congress by Representative Hudspeth of Texas. Under the plan the state of Texas would rehabilitate the road and prevent it from being scrapped.

INCREASE in charges on interstate traffic which resulted from the proposed cancellation of transit arrangements at Dayton, O., on grain and grain products were found justified by the Interstate Commerce Commission in I. & S. Docket No. 1656. Suspension order against tariffs vacated and proceedings were discontinued.

ST. LOUIS, Mo.—Claims against the C. & A. Ry. which went into receivership Aug. 22, 1922, must be filed before April 1, 1923, if the claims accrued prior to the date of the receivership. Affidavits furnished by H. A. Lundahl must be filled out and sworn to, showing claim number and the amount, says Chas. Ripplin, mgr. of the Merchants Exchange Transportation Dept.

CHARGES on a mixed carload of cereal products and pancake flour from Spokane, Wash., to Baker, Ore., were found unreasonable by the Interstate Commerce Commission because they exceeded charges which would have accrued at a rate of 31.5 cents per 100 pounds. Reparation to the extent of \$119.12 with interest was awarded the Centennial Mill Co., Spokane, Wash.

THE INTERSTATE Commerce Commission in No. 12752, Fort Worth Freight Bureau v. Beaumont, Sour Lake & Western Ry. Co., found that joint rates on grain and grain products from points on the C. R. I. & P. in Oklahoma, Kansas, and other states, to points on the Gulf Coast Lines south of and including Houston, Tex., be required to be established via Fort Worth. The commission stated that for defendants to withhold transit arrangements at Fort Worth, under the joint rates required to be established while maintaining such transit arrangements in connection with similar joint rates, would subject points on the Gulf Coast Lines, and Fort Worth, to undue prejudice and disadvantage.

THE APPLICABLE charges on hay from points in Idaho and Washington to Hillyard and Lyons, Wash., and on a carload of grain from Toppenish, Wash., to Hillyard were found not to be unreasonable by the Interstate Commerce Commission in No. 11557, Falls City Mill & Feed Co., v. Director General, as agent, Oregon Short Line Ry. Co. The commission awarded reparation.

THE INTERSTATE Commerce Commission has suspended from Feb. 3 to June 3 the operation of schedules proposing cancellation of the application of the St. Louis, Mo. rates on grain products from Prairie du Rocher and Valmeyer, Ill., on the Missouri Pacific Railroad, moving in connection with the Illinois Central Railroad, destined to various points in Alabama, Arkansas, Kentucky, Louisiana, Mississippi and Tennessee, resulting in the application of combination rates.

THE RAILROAD Commission of Texas amended Item 1563-B, supplement 6 of Texas Lines Tariff No. 2-G by eliminating "Barley" from the list of articles, taking wheat rates, and amending Item No. 1566-A, supplement 6 by adding "Barley" to list of articles taking corn rates. Item 1566-A, supplement 6, was amended by changing the words "oats and barley, blended, when proportion of barley does not exceed 25 per cent" to read "oats and barley, blended."

AN AMENDMENT to the Transportation Act has been proposed in a bill S 4312, introduced by Senator Calder of New York. The bill follows: "That subdivision (a) of section 206 of the Transportation Act, 1920, as amended, is amended by striking out the period at the end thereof, substituting a comma, and adding thereafter the following: "and except that if any claim on account of loss, damage, or injury to property received for transportation has been presented prior to February 28, 1922, to the agent designated by the President, and action, suit, or proceeding based thereon may be brought not later than two years after notice in writing has been given the claimant by such agent that the claim or any part thereof specified in the notice has been disallowed." As the subdivision now stands actions not brought before two years from the date of passage of the act, February 28, 1920, are barred.

THE NATIONAL Hay Ass'n has filed with the Interstate Commerce Commission a complaint against the diversion charge. The ass'n maintains that the carriers maintain tariffs covering reconsignment or diversion of fresh or green fruits and vegetables, including potatoes and onions, by which they will under certain established conditions permit such shipments to be diverted where such diversion entails a back-haul or detour; that under such conditions the thru rate of freight from points of origin to ultimate destination, plus diversion charge, plus the back-haul charge is assessed, demanded and collected, but where such shipments consist of hay or straw, instead of fresh fruits and vegetables, the carriers assess, demand and collect transportation charges on basis of the rate of freight in effect from point of origin to the diversion point, plus the diversion charge, plus the rate of freight from diversion point to point of ultimate destination. This works to the prejudice and disadvantage of shippers and receivers of straw and hay and is in violation of Sec. 3 of the Interstate Commerce Act. The ass'n also states that the reconsignment or diversion tariffs of the carriers, under which a charge of \$6.30 is collected on hay and straw for diversion or reconsignment where such shipments are handled on a rate of freight from point of origin to point of first billed destination, plus the rate of freight from point of first billed destination to point of ultimate destination, whether there are thru fares of freight in effect from point of origin to ultimate destination or not, are unjust and unreasonable and in violation of Sec. 1 of the Interstate Commerce Act.

SEVERAL CARS of grain on a C. & N. W. Ry. train were derailed at West Clinton, Ia., Jan. 30.

THE ROYAL MILLING Co., Great Falls, Mont., in I. C. C. No. 14,588 asks reparation for unjust, unreasonable, discriminatory, preferential or prejudicial rates on wheat from Bridgeport, Dalton, Gurley, Lorenzo and Sidney, Neb., to Great Falls.

THE ENORMOUS cost, \$1,000,000,000, has caused the proposed Nicaraguan Canal project to be dropped by the government. It had been proposed to build another canal thru Panama to care for the excess business that the Panama Canal will be unable to pass within a short time.

A DEEP WATERWAY COMMISSION is proposed by Senator Glackin in the Illinois Legislature. The nine members will receive no compensation but will be reimbursed for expenses. The purpose of the commission is to investigate the project to connect the Great Lakes with the Atlantic Ocean. It will render its report at the next General Assembly.

ELIMINATION of the Railroad Labor Board by more direct relations between railroad companies and their employees is predicted by Ralph Budd, pres. of the Great Northern Ry. He says: "It seems altogether likely that the recent strike has been so barren of results to the employees and so costly to the railroads that it will do much toward bringing about more direct negotiations between parties to the end that labor matters will be settled without disputes going to the rail board."

TO ADD more burdens to the carriers and the long-suffering shipping public, Representative Hart on Jan. 30, introduced to the House of Representatives of Illinois a bill to make it unlawful to run or operate a train exceeding one-half mile in length. Another bill he also introduced prescribes the minimum number of men in the crew of any train as follows, freight of less than 50 cars, five men and one additional for each 25 cars; passenger, five and baggage man for each baggage car, and locomotive without cars, three.

PORTAGE LA PRAIRIE, MAN.—The Portage Mfg. Co. has entered suit against the Grand Trunk Pacific Railway to recover \$8,000, alleging that the railroad failed to deliver more than 5,000 bus. of grain which was shipped by the Standard Elvtr. Co. from Saskatoon, Sask., to the milling company. The grain was burned in the railway cars while it was still near property of the defendant on which the fire originated. The defendant declares that the Portage Co. should have unloaded the grain from the cars, as there had been sufficient time to take all the grain away. It is also claimed that the Portage Co. received insurance on the grain that was burned.

WITH REFERENCE to the unreasonable rates on grain from Texas to Memphis and further, E. B. Byers, representative of the Texas Grain Dealers Ass'n, before the Interstate Commerce Commission at the hearings to be held, states: "The Texas shipper cannot bill to Memphis and re-bill without physically taking possession at the re-billing point, and thus defeat the published thru rate from Texas, because that is forbidden by law and by the Commission's decisions. He can not take physical possession of his grain at Memphis because he has no elevator or storage facilities there. So he is forced to pay the published thru rate, which applies via Memphis, via Vicksburg, and via New Orleans, and that thru rate is from 10 to 14 cents per 100 pounds higher than the combination of rates to and from Memphis. The route thru Memphis is approximately 200 miles longer than the route thru Vicksburg to points in the State of Mississippi."

KINDNESS is catching, and if you go around with a thoroughly developed case, your neighbor will be sure to get it.—*The Columbian Crew.*

Pres. Watkins' Address Before Federation of Feed Merchants.

[Continued from page 194.]

"Yesterday, with the enthusiasm of a religious revival, they heard Aaron Sapiro of San Francisco explain the commodity pools that had brought wealth to the California growers and recommend their adaptation to grain and live stock marketing in this state.

"Today, Dr. T. N. Carver of Harvard University threw many gallons of cold water over the whole co-operative program.

"But Dr. Carver didn't stop there. He went on to say that where organized markets already exist, the farmers cannot hope, by individual or collective effort, to improve on them, that federal regulation of grain trading is useless, that tariffs on farm products won't help the farmer, that federal financing is of no use except in remote communities, and that there is nothing for the farmer to do in his present distresses except to await the slow return of world prosperity. This last, he was kind enough to say, will be effectual—when it comes."

County Agents.—The handlers of farm products and farm necessities are still being beset by the pernicious practices of certain county agents who have misinterpreted completely the purposes of the law creating their positions and are either ignorantly or willfully ignoring the rulings of their superiors as to the scope of their activities.

Sec'y Wallace and other officials of the Department of Agriculture and particularly of the Bureau of Agricultural Economics, have recognized the unfair, unwarranted and illegal activities of many of these county agents and have stated clearly their interpretation of the limitations of the agent's duties under the Smith-Lever Act. The following quotation from a statement by Sec'y Wallace will refresh your memories on this point "As they are public teachers it is not a part of the official duties of extension agents to perform for individual farmers or for organizations the actual operations of production, marketing, or the various activities necessary to the proper conduct of business or social organizations. They may not properly act as organizers for farmers' ass'ns; conduct membership campaigns; solicit membership; edit organization publications; manage co-operative business enterprise; engage in commercial activities; act as financial or business agents, nor take part in any of the work of farmers' organizations, or of an individual farmer, which is outside of their duties as defined by the law and by the approved projects governing their work."

The National Ass'n has been earnestly and steadily fighting this unlawful use of Government funds to injure legitimate business interests and will continue such resistance until this practice ceases. As an organization you have also taken vigorous measures along the same lines and you can depend upon the hearty support of the National in this course.

Paternalism and Worse.—This has been called the era of paternalism and we are urged by certain classes of people to yield to this tendency and go along with the trend of the times. As an illustration in your own state, the Lockwood Investigating Com'tee urges the state to regulate all brokers and dealers in securities, a state trade commission, a state monopoly of workmen's compensation, insurance, and the regulation of stock exchanges and labor unions alike.

It is estimated that there are approximately 15,000,000 persons in the United States who are supported by taxes while there are but 30,000,000 in the country engaged in gainful occupations. Thus every two persons producing are supporting one person whose income is derived directly from taxes. This cannot go on indefinitely, else we will soon face ruin.

We are drifting into socialism, and not the least significant word in that sentence is "drifting." It is amazing to see how business men otherwise sagacious and hard headed are allowing themselves to be intrigued into the support of schemes, harmless on casual inspection, but tending in a direction which can have but one ultimate result.

It is not the work of the radical reds which we need to fear most, but rather the insidious ill-considered theories of the pale pinks who themselves do not realize where their "pet" ideas eventually lead.

There is an increasing tendency to do things in the mass and gradually the state or the community is expected to carry on projects which should be accomplished by individual effort. This breaks down little by little the responsibility of the individual and substitutes the state, that vague mysterious organization which in the mind of the socialist should finally control all of our actions. This idea is so contrary to American history that it is surprising that we are yielding to its insidious influence so readily.

America's progress has been due to individual initiative. Emerson said, "America is another word for Opportunity." But how long will this be true if we surrender completely to the idea of government by bureaucrats and adopt the various imported theories which will sweep us into the state of Russian sovietism if we do not resist the current and stem the tide? Let us recall that "the least governed country is

the best governed country," and let us believe with our souls that every step away from the form of Government set up in our constitution, that is THE REPUBLIC, is a step in the wrong direction.

Most of the recent amendments to our constitution were mistakes and we need only to note the results of these amendments to find convincing proof of this statement.

I do not wish to be considered an alarmist, and I, for one, do not despair of the economic sanity of the American people ultimately asserting itself to preserve a stable government in this country for future generations, but the sane well-balanced individuals of this nation must be aroused to resist the destructive elements within our borders and check this dangerous drift toward socialism ere it is too late.

There is a duty resting upon you as American citizens and men of affairs in your communities to set up this resistance and to urge, in season and out, the return to that type of Government which carried this country so successfully through the first hundred and twenty years of its existence.

Let us all resolve to measure up to our responsibility in this matter and do our part to the end that our beloved America may ever continue to be absolutely, unequivocally, "THE LAND OF THE FREE."

Eastern Feed Merchants' Meeting.

The semi-annual two-day meeting of the Eastern Federation of Feed Merchants was held Feb. 8 and 9 at Binghamton, N. Y., with about 200 dealers in attendance.

Registration of dealers and reports of officers and com'tees consumed all of the first session and a closed session was held on the ninth. Two resolutions were adopted during this session and both emphatically disapproved of the policy of the United States Department of Agriculture in its bulletins on feed distribution. The dealers charged that farm agents, who received governmental compensation, are working in opposition to feed dealers and are in some cases promoting the work of the Grange League Federation Exchange, to the detriment of the legitimate feed dealers. Action was also taken by the ass'n to fight the co-operative exchange in its methods of doing business, and if possible eventually to cause the co-operative distribution of feeds to be discontinued.

R. E. Caldwell, Waukegan, Ill., addressed the dealers and defended the Department of Agriculture. He said that the dealers are taking the wrong attitude towards the farm agents and the Dept. of Agriculture by contemplating the use of force against them, instead of sending a representative body to Washington to confer with Agricultural leaders. He further stated that the Department of Agriculture and its farm agents are ignorant of the harm they are causing the feed dealers.

F. E. Watkins, Pres. of the Grain Dealers' National Ass'n, and G. E. Todd, pres. of the New York State Feed Manufacturers' Ass'n, also addressed the assembly. Mr. Watkins' address is published on pages 194 and 193 of this number.

At the banquet tendered the dealers on the evening of the 8th, Edward Johnson, Syracuse, Grant Wright, Philadelphia, and E. H. Morell, delivered addresses.

Officers elected for the ensuing year are: Reeve Harden, Hamburg, N. J., pres., to serve his third consecutive term; S. E. Pettit, Huntington, L. I., was elected vice-pres., F. C. Jones, Bullville, N. Y., sec'y, and F. T. Benjamin, Canastota, N. Y., treas.

Fight to Defeat Bender Bill.

Shippers of Ohio will unite and endeavor to defeat the Bender Bill now before the state assembly. The purpose of the bill is to abolish the State Utilities Commission.

Resolutions adopted at the convention of the Ohio Industrial Traffic League, Jan. 17, would, instead of abolishing the commission, fight for its continuance and would ask power for the commission to award damages to shippers for overcharges or discrimination by railroads.

Other legislation to be introduced in the assembly by traffic men will ask a time limit of three years to be placed upon railroads for the collection of freight charges.

Feedstuffs

MEDFORD, WIS.—Perkins & Son, feed dealers, have retired from business.

DUBLIN, PA.—The farmer's co-operative feed mill which burned here recently, will be rebuilt.

BUFFALO, N. Y.—This market received 941 cars of feed during 1922, compared with 824 in 1921.

WOODBINE, KAN.—I intend to install a feed grinder in my plant within a few weeks.—A. W. Volkman.

IMBODEN, IND.—Dr. D. B. Rudy has completed a mill here for the manufacture of meal and feed products.

ST. LOUIS, MO.—The Ralston Purina Co. has registered the word "Bulky-Las" as trade mark No. 168,787, descriptive of its dairy feed.

ST. LOUIS, MO.—The American Feed Manufacturers' Ass'n will hold its fifteenth annual convention Thursday and Friday, June 8 and 9 at this place.

NEW PHILADELPHIA, O.—The Goshen Feed & Supply Co. incorporated for \$20,000. Incorporators are A. W. Kern, G. E. Boltz and Horace M. Kidd.

MILWAUKEE, WIS.—The Saf-T-Feed Co. has been capitalized at \$15,000 to deal in feeding-stuffs. Incorporators are L. Karger, E. B. Lemon and G. H. Mass.

GRAFTON, N. D.—The Ellsworth Feed & Seed Co. has changed its name to The Ellsworth Feed Co. The company will continue to deal in feeds and seeds.

MANHATTAN, KAN.—Work on an alfalfa mill may be started here in the spring or summer. F. A. Marlatt has agreed to lease property on April 1 to interested parties.

C. G. WEHMANN, sec'y of the U. S. Feed Distributors' Ass'n sent a bulletin to the trade recently outlining the work of his ass'n. The purpose is to increase the membership of the organization.

MONTPELIER, VT.—A hearing was held here on the proposed feed bill to become effective in Vermont. The bill requires not only the name but the amount of each ingredient in mixed feed to be given.

BUFFALO, N. Y.—The George Urban Milling Co. expects to put a new line of steam-cooked poultry feeds on the market in a few weeks. "Urban's Chick Feed-Steam-cooked" is the first of the line.—B.

Edwin Solisburg, formerly general mgr. of the Golden Grain Mfg. Co., East St. Louis, Ill., died Jan. 20 at Havana, Cuba. He was 50 years of age, and had retired two years ago account of ill health.

INDIANAPOLIS, IND.—The Indianapolis Abattoir Co. has registered the words "Big Pig" and a circle containing a pig's head, as trade mark No. 162,013, to be used on digester tankage used for stock feed.

Feed Movement in January.

Receipts and shipments of feedstuffs at the various markets during January, compared with January, 1922, were as follows:

	Receipts		Shipments	
	1923	1922	1923	1922
Baltimore, tons	1,043	1,416	.....	.....
Cincinnati, tons	1,200	2,010	.....	.....
Chicago, lbs., 21,376,000	25,926,000	83,509,000	74,974,000	.....
Kansas City	.....	.....	.....	.....
tons bran...	3,260	2,040	18,240	12,029
Milwaukee, tons	1,746	1,290	25,492	32,855
New York, tons	.....	.....	.....	.....
bran	.....	.....	450	.....
Peoria, tons...	30,280	15,160	24,900	16,120
St. Louis, sacks	.....	.....	.....	.....
bran	87,270	74,900	144,660	73,640
San Francisco,	.....	.....	.....	.....
tons bran...	189	1,149	.....	.....
Seattle, tons	.....	.....	.....	.....
bran	.....	.....	1,685	.....

BUFFALO, N. Y.—The H-O Cereal Company, Inc., has standardized its entire line of feeds, poultry, horse and dairy, with the exception of Lifesaver Steam-Cooked Chick Feed, under the name "Algrane Brand."—B.

THE MUTUAL MILLERS & FEED DEALERS ASS'N held its midwinter meeting at Buffalo, N. Y., Jan. 19. Members from southwestern New York and northwestern Pennsylvania discussed problems of the retail feed dealer.

MINNEAPOLIS, MINN. — The Price Cereal Products Co. is installing an attrition mill and will manufacture feedingstuffs from its by-products. At present the company manufactures rolled oats, cream of rye and corn flakes.

MIDDLETOWN, N. Y.—The Halliday-Barndt Corp., dealer in feed and grain, filed a voluntary petition in bankruptcy. Liabilities are listed at \$26,320 and assets at \$2,893. Collapse of the market two years ago brot about the failure.

DENVER, COLO.—The Mountain States Mixed Feed Co. is erecting a large feed mill of 1,000 tons capacity for 10 hours. The plant is expected to be completed by July and will have in connection a 125,000-bu. elevator for storage purposes.

At the recent semi-annual meeting of the Southern Illinois Millers Ass'n it was voted to co-operate with the Millers National Federation to assist in establishing a basis for the fibre content of millfeeds. The resolution was passed unanimously.

KANSAS CITY, MO.—The Quisenberry Feed Mfg. Co. has registered an artistic design, bearing the words "Quisenberry Quality" and the company's name, as trade mark No. 158,145, descriptive of its poultry feed, buttermilk laying mash.

LITTLE ROCK, ARK.—J. B. Pearson has purchased the interest of Walter Brown in the Brown-Pearson Co., feed dealers here. Mr. Brown has bot the Ross-Moore Co., a similar organization at Memphis, and will go there to manage that company.

CANTON, O.—The Canton Feed & Milling Co. was placed in the hands of a receiver Jan. 20, on account of not having sufficient ready money to meet obligations and conduct the business. A bond of \$20,000 was filed by the company, and the receiver states that he believes the company can be saved if carefully managed in the future.

ARCADIA, CALIF.—We will build a large feed mill on the Southern Pacific Railroad, but have not as yet completed our plans. We will continue to manufacture poultry feeds. The reason we are making the change is that we will have our mill alongside the track and have our cars spotted at door. We will double our capacity.—Glesby Bros. Grain & Mfg. Co., Monrovia, Calif.

BUFFALO, N. Y.—The Globe Elevator Co. is again suing the American Molasses Co. of New York to recover \$54,000 alleged to have been lost on breach of contract. At a trial last January, Judge Taylor granted a motion of non-suit, which was reversed in the appellate court. The Globe Elevator Co. alleges it ordered 40 tanks of blackstrap molasses on Aug. 8, 1919, from the American Molasses Co. to be delivered in May, at eight cents a gallon. The time of delivery was changed to July 1, but the shipment was not made. On July 29 the Globe Elevator Co. demanded shipment by Aug. 15 or suit would be started. The price had advanced to 25 cents a gallon, so that by the non-shipment the company lost 17 cents on each gallon or \$54,000. On the other hand, the American Molasses Co. denies the allegations, stating that it had been ordered to deliver 30 tanks to the Sugar Products Co. on the Globe Elevator Co.'s contract. It was contended that the Sugar Products Co. did not request delivery of the 30 tanks and when an attempt was made to deliver the other 10 tanks to the Globe Elevator Co., it refused to accept them.

Pres. Watkins' Address Before Federation of Feed Merchants.

[F. E. Watkins, pres. of the Grain Dealers National Ass'n, prepared the following for his address to the Eastern Federation of Feed Merchants, in convention at Binghamton, N. Y., Feb. 9.]

The Value of Organization.—It is obviously unnecessary to attempt to magnify the value of trade organizations before this gathering; your presence here speaks eloquently of your personal opinion of that matter and I understand that very recently you have had an enlightening demonstration of what can be accomplished by your organization after individual efforts have failed.

In reviewing the history of the Grain Dealers National Ass'n and in searching out its beginnings the fact becomes at once apparent that it was the natural development from existing state ass'ns and was formed to cope with matters of national importance and interest to the trade, which were beyond the ability and scope of the state ass'ns to handle successfully. This was back in 1896. Doubtless those of you who confess to sufficient age to think back to those days, and before, will recall sharp rivalry, debates, privileges of all kinds, short weights, car sweeping privileges, irregular grading, cunning contracts, car plugging, contracts ignored, in short—chaos.

Contrast with these adverse unprofitable conditions then surrounding the trade the conditions of today as influenced by the development within our association during the past twenty-six years of such matters as trade rules, arbitration, uniform grading, uniform confirmation blank, transportation problems, legislation, uniform B/L, demurrage rules, weighing bureaus, state scale inspectors, car dockage abuses eliminated, better seal records, leaky car reports, improved crop reports, not to mention many other subjects of varying degrees of importance. Almost any one of these features of ass'n work would furnish an interesting theme for a discourse which could easily consume the time allotted to this speaker today.

To emphasize in passing but two of these phases of ass'n work, who can estimate the value to the trade of the trade rules and the system of compulsory arbitration? If the ass'n had no other accomplishments to which it could point, these two would amply justify the existence of the organization throughout the years since its formation and would command for it your loyal support.

Problems of Feed Dealers.—As to the problems which you are confronting as feed dealers, the National Ass'n is prepared to assist you in every way possible to secure and maintain your inalienable rights as American citizens to carry on a legal, rightful business without bureaucratic or other interference; to secure uniform practices by rules governing the feed trade; to secure uniform tagging and uniformity in state laws in reference to feed control and to aid you in such other matters as are of national interest and are not purely local or sectional.

As affiliated members of our ass'n all of its officers and com'ites are at your service in helping to promote harmony in the feed trade and to develop it along legitimate lines.

As an ass'n, we are opposed to the financing of competitive interests in the grain and feed business with funds from the government treasury, to which funds as taxpayers we are all contributing. We are very much in favor of "less government in business," whether or not we ever reach that happy state where there will be "more business in government."

The Farmer as a Middleman.—Some of the misguided or self-seeking leaders of the farmers organizations are attempting to parallel or supplant the present system of grain and feed merchandising with co-operative enterprises. Some farmers under the pressure of economic conditions which they feel have rested with undue weight on themselves, fall easy victims to the specious arguments of agitators and vote getting politicians to the effect that the middleman is reaping enormous profits at the producer's expense. But experience is slowly and surely teaching them that the highly competitive conditions of marketing requires long training and the greatest business acumen to produce even fair returns. The fate of the U. S. Grain Growers and the St. Paul Equity Co-operative Exchange (just reported as approximately \$750,000 in debt) and the failure of some two hundred and forty odd farmers' buying and selling ass'ns which have ceased to function since 1913, is sufficient illustration of this statement. Here and there gatherings of farmers have been listening to some thought compelling facts mingled with the enthusiastic buncombe which the professional organizer spouts forth.

At a session of "Farmers' Week" held at Columbus, Ohio, recently, Dr. Carver of Harvard University spoke some plain truths, according to the following report in the Cleveland Plain Dealer of Feb. 2: "Old man Economics came back this morning to remind the farmers that the ancient law of supply and demand never had been repealed, and that they had better stop and think a while before they try to put over their whole agrarian program."

[Continued on page 193.]

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

San Francisco, Cal.—The Sperry Flour Co. has increased its capital stock from \$6,000,000 to \$9,000,000.

San Francisco, Cal.—It is reported that a thousand-ton floating elvtr. will be erected for the California Farm Buro Elvtr. Corp.

Downey, Cal.—Legal steps to dissolve the partnership that existed between L. E. Price and W. E. Henry in the Downey Grain Co. have been taken, and the business will hereafter be conducted by Mr. Price. Mr. Henry died April 21, 1922, of burns received in an oil station fire.

El Cajon, Cal.—We will erect a building here, as reported, but the type has not been decided upon. We anticipate building in the late spring or early summer. No mill machinery will be installed as it will be another of the retail branches we now have in this county. All manufactured poultry and dairy feeds are supplied from our main plant at San Diego.—Irwin & Co., by Wm. Irwin, San Diego.

Modesto, Cal.—The Modesto Bean & Grain Co. is out of business. About two months ago, after a meeting of the creditors at which practically all of the local creditors were present, I was appointed in the capacity of receiver to liquidate the business, as reported. I have proceeded as rapidly as possible. I have paid 10 per cent to the creditors and have a possible 15 per cent more to pay provided I can make a collection of outstanding accounts. This would make 25 per cent and is all the creditors can expect to receive from the assets of the company. This 25 per cent, of course, is based on my ability to collect. Included in the list of assets of this company and out of which I expected to get funds are several questionable accounts. The business of the company was in very bad shape. There will be, no doubt, a deficiency close to \$50,000 which the stockholders in this state are liable for. And no doubt many suits will be filed against them. My position with the company is simply temporary and may end at any time.—W. T. Seoon.

San Francisco, Cal.—The state of California has decided to establish a grain storage and cleaning plant on the San Francisco water front where the largest steamers can load their grain cargoes. It is expected the new warehouse will be in operation long before the coming crop of grain is harvested. The location of the warehouse is Islais Creek. The state owns the ground and the shell of a warehouse already on the ground. The storage of grain will be in bags as the California barley trade is not in favor of bulk handling. There has developed from privately owned grain warehouses a decided opposition to the State of California furnishing grain storage facilities. There is a possibility, tho not a probability, that the State will fall down on its plans because of the opposition.—E. Clemens Horst Co.—Kerr Gifford & Co. Inc., write: "Regarding the proposed grain terminal at San Francisco, this terminal would be at the opening, more for the handling, cleaning and grading of export barley; the terminal is something that has been needed in this city for a number of years, but we never have been able to get the proper backing or whatever was necessary to put it over. We have every hope that the Harbor Commission will grant the request asked of it and that the terminal will be completed for the new barley crop or by July 1, 1923. The terminal to be situated at the lower end of the present docks and entirely out of the way of other shipping but within a few minutes' run of our offices."—Henry C. Bunker, chief inspector, writes "Regarding the establishment of modern grain handling facilities of this port, I beg to advise that the State Board of Harbor Commissioners is setting aside land for the installation of a grading plant and also sufficient ground to care for the assembling of cargoes of grain for export."

CANADA

Moose Jaw, Sask.—The capacity of the 2,800 bbl. mill of the Robin Hood Mills, Ltd., is being increased.

Vancouver, B. C.—Vernon & Buckerfield, grain and flour dealers, are planning to build an \$85,000 grain elvtr. on the Great Northern dock.

Winnipeg, Man.—H. C. Walcutt, who represented the International Elvtr. Co. on the floor of the Grain Exchange, died in California a short time ago, where he had gone to regain his health.

Vancouver, B. C.—Woodward & Co. of Winnipeg, have not awarded contract for the erection of an elvtr. here, as erroneously reported, altho an option on land on which an elvtr. is to be erected, has been taken.

Winnipeg, Man.—The opposition bench has suggested that a tax be placed on option grain trading because of the urgent need of this province for new sources of revenue. Pressure of the suggestion may result in the removal of the center of grain trading to Regina or Fort William.

Peterborough, Ont.—The Quaker Oats Co. of Chicago has awarded contract to the Strong-Scott Mfg. Co. for the installation of machinery in the third unit of the firm's flour mill at this place. The unit will have a capacity of 1,200 bbls. per day. The work of installing has been started.

Montreal, Que.—The Montreal Corn Exchange held its annual election Jan. 31. All officers were re-elected as follows: Howard D. Strachan, pres.; T. H. Reeves, treas.; A. G. Burton, A. E. Clare, F. A. Heywood, J. A. Marshall, W. J. McAuley, Henri Quintan, N. C. Stuart, board of management; W. B. Bashaw, A. E. Clare, J. A. Marshall and J. P. Trempe, transportation com'te.

Vancouver, B. C.—Robert McKee, who has been connected with the Vancouver Mlg. & Grain Co. Ltd. for the last 12 years, has organized the Canada Grain Export Co. Ltd. with headquarters in this city, to deal in grain, flour and feeds. W. C. Shelly will act as pres. and Mr. McKee will be the managing director. Offices will be opened at all large grain and flour markets.

Port Arthur, Ont.—The Saskatchewan Co-op. Elvtr. Co. is planning the erection of a 2,000,000-bu. storage annex to its plant and a 500,000-bu. hospital plant along side it, which will make the Saskatchewan plant the third largest at the Canadian head of the Great Lakes. Several contracts have been awarded, and it is believed that the plant will be well under construction before spring. The construction will involve an expenditure of approximately \$1,500,000.

Victoria, B. C.—The city of Victoria is planning the expenditure of \$350,000 to pay half the cost of building an elvtr. on the Ogden Point piers if the federal government will pay the other half of the expense involved. If the government agrees to the proposition, a by-law authorizing the expenditure and immediate construction of the elvtr. will be submitted to the electors. In the event of the by-law's passage, work will be started and the terminal is expected to be completed by next fall.

COLORADO

Denver, Colo.—J. H. Bailey, formerly with the Midwest Grain Co., has become connected with the Hadley Mlg. Co. at Olathe, Kan., as mgr.

Greeley, Colo.—Our new elvtr. has been in operation for thirty days, but we are just starting erection of new 600 bbl. mill which will be built of reinforced concrete, six stories and basement. The elvtr. capacity is 200,000 bus., also have two-story and full basement storage warehouse. We will dismantle the old mill and refit for feed mill.—Model Flour Mills, branch of Colorado Mlg. & Elvtr. Co.

Hudson, Colo.—The Hudson Community Elvtr. Co., Inc., has been organized and incorporated for \$25,000 by G. L. and C. M. Ireland and W. A. Burke.

Denver, Colo.—E. M. Bosworth & Co. have discontinued the grain department. H. R. Otis, who was formerly mgr. of the department, has become connected with the Farmers Union Mlg. & Elvtr. Co.

Hudson, Colo.—We closed our elvtr. here for the season and I am in Windsor, Colo., in charge of the Windsor Flour Mill. Both these plants are branches of the Colorado Mlg. & Elvtr. Co.—Jesse Taylor.

Keenesburg, Colo.—We have purchased the plant of the Keenesburg Farmers Co-op. Elvtr. Co. at sheriff's sale. The present mgr. is T. H. Taylor.—Keenesburg Elvtr. Co., by R. I. Shaklee, sec'y-treas.—This firm was recently incorporated for \$20,000.

IDAHO

McCammon, Idaho.—The George W. Muench Co. of Ogden, Utah, has taken over the property of the Union Grain & Elvtr. Co. at this place. W. B. Wilson is the new miller in charge.

Malad, Idaho.—The plant of the Oneida Farmers Union Co., operator of a mill and elvtr. which was recently sold to the board of directors and R. N. Hill, former mgr., is now running at its full capacity. John Barnhart has been appointed mgr. of the mill.

Pocatello, Idaho.—Plans are being made to sell the plant of the Pocatello Mlg. & Elvtr. Co. to the Pocatello Flour Mills, owned by the F. C. Ayers Mercantile Co. of Denver, which firm formerly owned the elvtr. but sold it in 1916. The Pocatello Flour Mills Co. is operating the plant of the elvtr. company under a lease at the present time.

ILLINOIS

Decatur, Ill.—Harris, Winthrop & Co. closed their office at this place Jan. 31.

Melvin, Ill.—William Lamoreaux has succeeded William Buchholz as mgr. of the Melvin Farmers Grain Co.

Eldena, Ill.—G. W. Martin is the new mgr. of the elvtr. of the Eldena Co-op. Co., succeeding J. A. Glessner.

Kansas, Ill.—O. E. Boyer is the new mgr. of the elvtr. and coal business formerly operated by the late C. M. Paxton.

St. Charles, Ill.—The Judd Elvtr. burned Jan. 19. An explosion of dust is believed to have started the fire. Loss, \$50,000; insurance, \$35,000.

Tuscola, Ill.—F. E. Rose, who recently sold his elvtr. to J. E. Collins & Son of Arthur, will remain with the new owners and will handle the coal business.

Springfield, Ill.—Senator Barr has introduced an emergency appropriation bill, No. 24, in the Legislature providing \$12,000 for the division of grain inspection at Chicago.

Peoria, Ill.—Harrison, Ward & Co. are offering to the public 1,500 shares of preferred stock at \$100 per share and 2,500 shares common stock at \$15 per share in their company.

Naperville, Ill.—We started our custom grinding Feb. 1. Our elvtr. is practically completed with the exception of some spouting which is yet to be installed.—Boecker Coal & Grain Co.

Berwick, Ill.—Farmers have organized as planned and bot the elvtr. formerly operated by this firm. The organization will be known as the Farmers Grain & Supply Co.—Berwick Grain Co.

Sadorus, Ill.—The 65,000-bu. elvtr. of J. W. McCreery & Co., containing about \$8,000 worth of corn and oats, burned last month at a total loss of \$20,000; insurance, \$17,000. The elvtr. will be rebuilt.

Okawville, Ill.—The plant of John F. Frank which was recently taken over by Joellenbeck Bros., will be operated under the name Okawville Farmers Elvtr. Co. and H. A. Joellenbeck will be in charge.

Jonesboro, Ill.—The mill and elvtr. of the Union Grain & Mill Co. were sold at a sheriff's sale Jan. 29 to W. M. Duke of Aurora, Ind., a stockholder and creditor of the firm, whose bid was \$4,150.87. Stockholders had made an effort to reorganize, but as no agreement could be reached, the property was sold. The plant is said to be in almost complete readiness for operation.

Steeleville, Ill.—The Gilster Mfg. Co., operator of a grain elevator here, is building a water tower. The concrete foundation has been installed. The capital stock of the firm was recently increased from \$150,000 to \$250,000.

Mount Joy, Ill.—Our corn crib, which was destroyed by fire as reported, was rebuilt. It was insured for \$500. The new crib holds 6,000 bus. and cost \$1,000.—Eminence Grain & Coal Co., by R. E. Thompson.

Dixon, Ill.—Morris Kennedy, proprietor of the Kennedy Oatmeal Co. of Rochelle, has purchased the plant of the defunct Universal Oatmeal Co., which he will remodel and open for business. Both firms operate grain elevators.

Kankakee, Ill.—The Bennett Grain Co. has been granted a change of venue in the suit brought against the company by the Kempton Farmers Elevator Co. of Kempton. The case will be tried before Circuit Judge Frederick Hill.

Reading, Ill.—John Bowlin, a well known grain dealer in this vicinity, died Jan. 27 at the age of 78 years. Mr. Bowlin had been ill for about six weeks, but his death is attributed to a complication of diseases brought on by old age.

Carlock, Ill.—The Hon. H. C. Baldrige, now Lieutenant Governor of the State of Idaho, having been elected from Parma, was in the grain business for a number of years here operating under the firm name of O'Hara, Baldrige & Co.

Easton, Ill.—The Fernandes Grain Co. of Springfield filed a notice Jan. 27 stating that it would file a petition for a rehearing in the appeal to the appellate court from the Sangamon county circuit by the Easton Grain Co. of this city.

Beardstown, Ill.—The Peoria Grain & Barging Co. has established offices at this place, and hereafter headquarters of the firm will be located here and not at Havana. Elevators of the company are situated at Glasford, Bell Siding and Matanzas.

Decatur, Ill.—R. J. Stevens has made application for a membership in the Chicago Board of Trade, and if successful, will open a brokerage office with Sam Durbin, formerly mgr. for Harris, Winthrop & Co. here. They will install Jackson Bros.' wire.

Ottawa, Ill.—Christopher C. Carpenter, a well known resident of South Ottawa and a grain dealer of this city for a number of years, died last month at the age of 79 years. He had been an invalid for the last eight years. Two brothers and a sister survive him.

Harristown, Ill.—The Beall Grain Co. is planning the erection of a 30,000-bu. studded iron clad elevator with cribs for 20,000 bus. ear corn, for which contract has been awarded to Geo. A. Saathoff. The plant will be equipped with two legs, 25-h. p. motor, cleaner and sheller.

Cullom, Ill.—Bernard Sullivan is building a 30,000-bu. cribbed iron clad elevator. The house will be motor driven and will be equipped with a 2,000-bu. Richardson Automatic Scale, one elevator leg and a combination truck dump. Geo. A. Saathoff has been awarded the contract.

Springfield, Ill.—While the state revenue raised from the general property tax amounts to \$19,078,000, the state raises \$37,000,000 additional from taxes on corporations and other sources. In other words the politicians get 65% of the state's revenue from indirect taxes in hope that the general public will not discover the payment. When all taxes are assessed direct the voters will take a more active interest in elections.

Decatur, Ill.—The plant of the Shellabarger Elevator Co. burned Feb. 3 at an estimated loss of \$150,000, almost all of which is covered by insurance. The fire appeared to originate in the center of the office building, starting about 6:30 in the evening. By 9 p. m., the office building, elevator and mill were a mass of flames with no chance of being saved. The fire is believed to have started from an overheated steam heating plant, as a trip thru the plant at 5 p. m. that evening showed things to be in good shape. The steam heating plant had not been used for several weeks but was to be used on the evening of the fire because of the intense cold. The wind was so strong that streams of water directed at the elevator, which contained about 20,000 bus. of grain, were swept away before reaching the objective. The vault which was found later in the smoldering ruins, was considerably damaged, but papers and books of the firm were found to be intact. Temporary offices have been fitted up in the salesrooms of a neighboring firm, and work is being carried on. Construction on a new plant is expected to begin as soon as weather conditions will permit.

Decatur, Ill.—We wish to announce the consolidation of the grain brokerage business of C. P. Cline & Co. and the F. M. Robertson Grain Co. All accounts represented by us at the terminal markets and formerly handled by us, separately, will be handled by the new firm.—Cline & Robertson.

Niantic, Ill.—The Beall Grain Co., which recently purchased the 30,000-bu. elevator of the Lewis-Fredericks Co., will take possession of the plant as soon as all grain under contract is sent out. The elevator was sold to the Beall Co., operator of elevators at Warrensburg and Harris-town, for the sum of \$20,000.

Ivesdale, Ill.—The annual meeting of the Ivesdale Grain Co. was held Jan. 19, at which the capital stock of the firm was increased from \$10,000 to \$12,000 and the name of the business changed from Ivesdale Grain Co. to the Ivesdale Co-op. Co. P. J. McGrath was elected pres., and Daniel Pembroke, sec'y.

Monmouth, Ill.—C. R. Lewis of Springfield is the new owner of Wesley Thompson's elevator, and will operate it in connection with several others that he owns thruout the state. The business will be conducted under the name Monmouth Elevator Co. and will be operated under the management of J. C. Boyer.

Brownwood (Hopedale p. o.), Ill.—The Farmers Elevator Co. has completed the erection of a 35,000-bu. elevator at a cost of \$12,000, which replaces the plant that was burned last August. The structure is 46x30 feet and 85 feet high. The walls are covered with steel and cribbed as high as the cupola. The foundation is brick and concrete.

Lone Tree (Gladstone p. o.), Ill.—The Lone Tree Elevator, owned by the O. A. Talbott Elevator of Keokuk, Ia., burned Jan. 18 at an estimated loss of \$30,000, insured. The fire is believed to have started by tramps, and from the smelling sense of the on-lookers, it is thought the tramp might have burned with the elevator. Plans are being made to rebuild the plant, probably of concrete.

Minonk, Ill.—Bela M. Stoddard, well known in the grain trade, and one of the pioneer residents of McLean and Woodford counties, died Jan. 20 of paralysis at the age of 82 years. Mr. Stoddard had been stricken with paralysis in April, 1921, and since that time, had been under the care of a physician and trained nurses. He was born in Chautauqua Co., N. Y., but settled in Illinois with his parents when he was 17 years of age. At the outbreak of the Civil war, he enlisted together with a brother who was later killed in a battle near Atlanta. At the end of his services, he returned to Minonk, Ill., and became a member of D. S. Thomas & Co., a merchandising firm later known as Stoddard & Newton with whom he was connected until 1876 when the firm was dissolved. At that time, he entered the grain business in which he was continuously active until his illness. Mr. Stoddard was admired for his character and high business principles. He was generous with a large fortune which he accumulated from sound investments, and did much for the betterment of Minonk, including the expenditure of \$30,000 for one of the first hard roads running from Minonk to Clayton. His gifts to charities and to his church were innumerable, altho no one knew how innumerable except himself. He was a good husband and father, a true friend and a popular citizen.

CHICAGO NOTES.

Memberships in the Board of Trade sold at \$5,400 this month.

A. J. Barrett and Frank J. Bittel have retired from the firm of E. Lowitz & Co.

The death of Harry F. Squire, an old member of the Board of Trade, was announced Jan. 27.

The finance committee of the Board of Trade has set the rate of interest for February at 5½ per cent on B's/L.

F. W. Donaldson, who has been operating as a grain and stock commission firm for a few months, has discontinued business and is now with Bartlett, Frazier & Co.

J. S. Bache & Co. recently discontinued the cash grain receiving department. Fred S. Smith, who handled the cash grain, and Edward A. Praeger have become connected with McKenna & Dickey.

New members of the Board of Trade are Walter Wilson, Charles Griffith, M. Nierman, L. J. Levinthal, Fern H. Nickels, Robert Stevens and Thomas P. Lahey. R. J. Stevens of Decatur has applied for membership in the Board.

The "to arrive" board, displaying the markets for grain to arrive, will show the gross prices, as heretofore. The closing bids to arrive will be broadcasted by radio after the close and then will be the net price at Chicago for the various kinds and grades of grain.

Directors of the Board of Trade held a meeting Jan. 30, at which the report of the new building committee was submitted. Pres. Stream said that plans for a new building for the board would not be seriously considered for some time, but the report of the committee was desired on record.

The following memberships in the Board of Trade have been transferred: R. H. Upsall, H. J. Mayer, H. H. Alvord, Jr., W. H. Magill, Benjamin Fleisher, Geo. L. Wrenn, A. C. Cromer, John C. Maxwell, William H. Gallagher and the estates of J. F. Dow, W. R. Mumford and George R. Nichols.

The fire which occurred Jan. 25 at the plant of the American Linseed Co. did not damage the grain elevator or grain of the company. The fire started in the grinding building, presumably from a linseed cake grinder. The amount of damage has not been determined and the company has not decided whether it will rebuild.

At the meeting of the directors of the Board of Trade Jan. 30, a committee of seven directors was appointed which will select the secretary of the board, an assistant for 1923, and a candidate for the new position of "assistant to the president." Pres. Stream suggested that the committee outline the duties and salary of the assistant to the president. It is possible that he will not consider it necessary to have an assistant at the present time.

Mrs. Florence May Jackson, widow of Howard B. Jackson, former head of Jackson Bros. & Co. who was killed Jan. 19, is named as principal beneficiary of the broker's \$400,000 estate, according to his will which was filed for probate Jan. 26. Mr. Jackson's holdings in the firm are bequeathed to his nephew and partner, Arthur S. Jackson. Mrs. Jackson will receive the income from the residue, and at her death, it will be paid to Mr. Jackson's brother, Frank S. Jackson.

Some years ago, men who were interested in handling consignments and grain to arrive on the Board of Trade, conceived the idea of forming themselves into a body for the purpose of better looking after the interests of the country shippers. Since its inauguration, the Receivers Ass'n has been instrumental in bringing about reforms in the way of railroad legislation weighing, inspection, switching charges and many others. This ass'n meets regularly at which time a dinner is served, and matters of general interest brot before it. Officers are, pres.: George A. Wegener, vice-pres.: Edward A. Doern; sec'y: George F. Swensen; directors: Harry S. Carroll, W. P. Anderson, George E. Booth, John E. Brennan and William Simons.

INDIANA

Seymour, Ind.—A soy bean extractor has been installed in the elevator of the Blish Mfg. Co.

Effner (Sheldon p. o.), Ind.—Our elevator was completed last August.—Sheldon Farmers Co-op. Elevator Co.

Worthington, Ind.—The Worthington Grain Co. has increased its capital stock from \$6,000 to \$30,000.

Mulberry, Ind.—William Burris, father of Richard Burris of the Mulberry Grain Co., died last month at the age of 74 years.

Goodland, Ind.—I have gone out of the grain business.—William G. Beal.—Mr. Beal was mgr. and proprietor of the Rich Grain Co.

Lawrenceburg, Ind.—The construction of a new three-story warehouse was completed in August, 1922.—Lawrenceburg Roller Mills Co.

Greenfield, Ind.—Our elevator is the one that has been operated by Earl Whittaker, but he is out of the elevator business now.—Philadelphia Elevator Co.

Evansville, Ind.—We now use the Diamond Mills Elevator.—Independent Hay & Grain Co.—The plant of the Independent Co. was burned last November.

Indianapolis, Ind.—The Senate committee on judiciary B decided on Jan. 24 to report out for passage a bill by Senator Rowland H. Hill of Carthage which will compel grain and coal dealers to issue a statement with each purchase showing net weight of product, its trade name and quality.

Churubusco, Ind.—We have installed an ear corn crusher as reported, and are considering plans for coal bunkers.—Mayer Grain Co., per G. T. Keller, mgr.

Connersville, Ind.—Our mill is in process of rebuilding now.—Uhl-Snyder Mfg. Co.—The mill was burned in December. This firm operates a grain elvtr. at Connersville.

Portland, Ind.—The Russell Elvtr. Co. has changed its name to the Cartwright & Headington Elvtr. Co. Messrs. Cartwright and Headington purchased this elvtr. in June of last year.

Bloomington, Ind.—The Bloomington Mfg. Co. has awarded contract to the Burrell Engineering & Construction Co. for the erection of a 50,000-bu. elvtr. This was erroneously reported as in Illinois.

Swanington, Ind.—Lon Rommel is the new owner of the elvtr. formerly operated by W. B. Foresman & Co. He took possession Feb. 1. Mr. Rommel and his son will continue operation of the plant.

Chesterfield, Ind.—The Chesterfield Grain Co. has been incorporated for \$10,000 to deal in grain, flour and feed. Directors of the firm are Baxter McBane, Leslie H. Biddinger and P. E. Goodrich.

Rich Valley, Ind.—The Rich Valley Co-op. Elvtr. Co. is a defendant in a suit brought against it by the First National Bank for \$1,011.65 on account of 103,230 pounds of corn alleged to have been delivered.

Burney, Ind.—Reiman & McCammon are the new owners of the Delgar Moor elvtr., having purchased it Jan. 29 for the sum of \$5,550. M. Holland will be retained as mgr. The firm also owns an elvtr. at Letts.

Leiters Ford, Ind.—I have bot the elvtr. and business of Blue & Tinkey.—John F. Merkert.—Mr. Merkert was formerly located at Ora. He sold his interest in the elvtr. at that point to Ira E. Rinehart last November.

Manilla, Ind.—We will put metal siding on our elvtr. in the spring. We have not hired a mgr. yet. (J. G. Cox, former mgr., is in the hospital recovering from a recent operation.)—Rush Shelby Grain Co., by W. B. Talbert.

Clifford, Ind.—Stockholders of the Clifford Co-op. Co. elected the following officers to serve one year: Perry King, pres.; A. T. Newton, sec'y-treas. A proposal to sell a grain elvtr. owned by the company was voted down. The elvtr. is managed by E. W. Maley.—C.

Earl Park, Ind.—The receivership of the Earl Park Farmers Elvtr. Co. has been disposed of by action of stockholders of the firm, who subscribed a fund of \$25,000 to pay the debts of the company. When the company failed, assets were estimated at \$24,643.04 and liabilities at \$50,288.99.

Logansport, Ind.—Thieves broke the glass in the office window to gain entrance in our elvtr., as reported. They went thru all files and drawers, but nothing was taken except the manager's pocket knife. The three-door time-lock safe must have been too large a job.—Logansport Elvtr. Co.

La Porte, Ind.—As yet, we have not rebuilt, but expect to very shortly, unless we sell the plant. Just one small wing of the elvtr. burned, so it will not take long to repair same.—Paul B. Eckhart Mill Co., by H. F. Moeller.—The elvtr. of this firm, locally known as the Maple City Mill, was burned early last year.

Roanoke, Ind.—This elvtr. is the same as the Roanoke Farmers Elvtr. Co. It is an organization of farmers principally. It is a stock company and not a co-op. ass'n. It was bot from the receiver of the Mardenis Equity Exchange Co., that formerly owned four elvtrs.—Roanoke Elvtr. Co., by R. C. Sibert, mgr.

Millgrove, Ind.—I have built a feed room and office and have installed a 22-inch attrition mill and two 15-h. p. motors. I will rebuild in the spring or early summer. I expect to build a 15,000-bu. house, but haven't decided what kind. The business will be operated as William M. Graves instead of the Mill Grove Elvtr. Co.—Wm. M. Graves.

Avery, Ind.—J. C. Miller is equipping his elvtr. with electrical power on account of the breakdown of his old gasoline engine. Owing to direct current being the only power available, the motor and all apparatus is being placed in an entirely fire-resistive power room. Mr. Miller is also making other improvements about his property, including the erection of a custom grinding addition.

Walton, Ind.—Our office was burglarized as reported. The thieves stole a few tires and tampered with the safe. They are in jail at Logansport now, awaiting trial. We recovered all our tires. At Marion, Ind., they had traded three for a suit of clothes and we found the others at Plymouth in a baker's basement.—Urmston Elvtr. Co.

Hemlock, Ind.—E. Oldfather is being held by Plymouth authorities on charges of robbery. Oldfather, a chap 23 years of age, is said to specialize in grain elvtrs. and the Windfall Grain Co. of this place and the elvtr. of A. E. Betts & Son of Russiaville are among his victims. His arrest was brot about by the confession of a boy who claims he was induced to help in some of the robberies, which also included a number of automobiles. Oldfather is wanted by authorities of about a half dozen other cities and it is said they have sufficient evidence to send him to prison for a long term.

IOWA

Tabor, Ia.—A. Fleming is the only grain elvtr. operator here.

Hamburg, Ia.—The business of the Farmers Elvtr. Co. has been dissolved. The stock and equipment will be sold.

Stockton, Ia.—Stockton Farmers Elvtr. Co. has elected Emil Parrman mgr. of the plant for the coming year.—J.

Alburnett, Ia.—The Farmers Elvtr. Co. has re-employed M. M. Strait as mgr. of the plant for the coming year.—J.

Missouri Valley, Ia.—H. A. Stelter has succeeded I. R. Littler as superintendent of the Missouri Valley Elvtr. Co.

Summit (Shenandoah p. o.), Ia.—I am fixed for the time being on elvtr. that was destroyed by fire.—Jos. A. Auracher.

Marion, Ia.—E. W. Fernow, a director of the Farmers Elvtr. Co., was re-elected mgr. of the firm for the coming year.—J.

Tama, Ia.—This firm contemplates putting in a combination truck and wagon dump.—Farmers Co-op. Co., A. W. Herrig, mgr.

Galbraith, Ia.—The Kunz Grain Co. has installed a 10-h. p. gas engine in its elvtr. and equipped the plant with new loading belts.

Morning Sun, Ia.—We expect to wire our elvtr. and install motors in the near future.—Farmers Elvtr. & Supply Co., by W. A. Boyle.

Duncombe, Ia.—Our elvtr. at this point was completed Nov. 1, 1922.—Webster City Elvtr. Co.—Contract for the elvtr. was awarded last September.

Kensett, Ia.—The office of the Thompto & Heiny Elvtr. was slightly damaged by fire last month. Loss is insured. This was erroneously reported as at Nevada.

Guthrie Center, Ia.—I have built a new elvtr. fully equipped with modern machinery, in place of the one that was destroyed during a storm last July.—E. W. Miller.

Lewis, Ia.—George Fisher has resigned as mgr. of the Farmers Elvtr. Co. and will return to his former home at Kinross. J. S. Williamson of Belgrade has succeeded him.

Adair, Ia.—William Albers has resigned as mgr. of the Davenport Elvtr. Co. and will hereafter be located at Des Moines, altho his future plans have not been made public.

Libertyville, Ia.—I have not rebuilt my elvtr. which was burned in October and do not know yet whether I will rebuild or repair the other elvtr. which I have here.—A. H. Miller.

Paulina, Ia.—George Omer of the firm Long & Omer, operators of the Williamson Elvtr., has sold his interest to Lester Brown. The change is expected to go in effect March 1.

Woden, Ia.—Our elvtr. has been covered with corrugated sheet iron. The roofing of elvtr. and office was replaced with fireproof asbestos roofing in 1921.—Farmers Elvtr. Co., U. Ludeking, mgr.

Harlan, Ia.—The oil power elvtr. of C. C. Rasmussen & Son, proprietors of the Harlan City Roller Mills & Elvtr., was damaged by fire Jan. 18, believed to have started from a hot box.

Hornick, Ia.—Our elvtr. which burned last October has not been rebuilt yet, but we expect to start rebuilding early in the spring. The Armour Grain Co.'s elvtr. was burned at the same time, as reported, and will not be rebuilt. The company has sold its other interests here.—Western Terminal Elvtr. Co.

Sheldon, Ia.—The elvtr. of Slagle & Co. is being taken down. The plant is thirty years old and of late years has not been in operation. The firm plans the erection of a large lumber shed on the site.

Spaulding, Ia.—V. R. Clark of the Spaulding Elvtr. Co. was killed Feb. 6 when he was whirled into the belting of the elvtr. Mr. Clark was 25 years of age and was to have been married this month.

Des Moines, Ia.—Harper & Sons of Des Moines and Lamson Bros. of Chicago were hosts at a banquet given at the Des Moines Club Jan. 24 for sixty grain dealers of Iowa. An entertainment followed the banquet.

Hartley, Ia.—Edward Mann has awarded contract to the T. E. Ibberson Co. for the complete overhauling of his two elvtrs. here. New roofs and driveway will be built, dump and chain drive installed, and general repairs will be made.

Polk, Ia.—Mgr. Kelley of Woodward will hereafter be in charge of the plant of the Farmers Elvtr. Co., succeeding Bert Crum, who is resigning after holding the position for a number of years. George Crabtree has been appointed to assist Mr. Kelley.

Templeton, Ia.—The Farmers Elvtr. Co. has been succeeded by the Templeton Elvtr. Co., local people having bot the elvtr. The writer is mgr.—Templeton Elvtr. Co., by A. F. Pape.—It was reported that Henry Stevens had purchased the plant for \$10,900.

Gifford, Ia.—I have installed no new machinery or scales (as reported) since I built the elvtr. last July. I am planning on installing heavier team scales and building several coal bins and warehouses for flour, feed and salt next summer.—H. C. Moore.

Toledo, Ia.—As a result of heavy financial losses two years ago from which it never recovered, Toledo may lose its flour mill. The stockholders of the Eclipse Mfg. Co. authorized the board of directors to dispose of the property to the best advantage.—J.

Middletown, Ia.—In regard to the fire we had last May, will say that our warehouse only was destroyed. We are going to remodel our elvtr. this spring, adding a new leg cleaner and other equipment, the contract having been let for the machinery.—Middletown Co-op. Elvtr. Co.

Cumberland, Ia.—C. E. Garrouette has brot suit against E. and P. Kirchner, operators of an elvtr. here, for the sum of \$325. Mr. Garrouette contends that as his tenant, T. Cannon, sold grain on which he had a landlord's lien to Messrs. Kirchner, the latter should pay him again.

Perry, Ia.—The Armour Grain Co. has disposed of its grain, lumber and coal business here to W. E. Denniston and T. M. Partridge of Newton. Denniston & Partridge have been engaged in the lumber and grain business in Newton. William Tack, who has been mgr. of the business for the old firm, will continue in charge for the new owners.—J.

Mount Union, Ia.—Albert Rasmus, mgr., of the Farmers Elvtr. Co. who fell from the top of the elvtr., a distance of 30 feet, Jan. 18, died two days later of injuries. He sustained a double fracture to one leg and two bad gashes in his head. He was taken to the hospital as his condition grew worse, but the injuries proved fatal. It is believed a blood clot caused his death.

Lincoln, Ia.—There has been a mistake in reporting that we are building an elvtr., as we had no intention of building. We are going to construct some time this spring two cement stave silos, 14x40 feet, as an annex to the elvtr. that we have. We are tearing down the coal silos, which were not a success to be used for the elvtr.—Farmers Co-op. Elvtr. Co., A. M. Globe, mgr.

KANSAS

Lakin, Kan.—Our elvtr. was completed some time ago.—H. S. Dare & Co.

Varner, Kan.—The Collingwood Grain Co. has completed a 25,000-bu. elvtr. here.

Uniontown, Kan.—William Griffith's elvtr. office was robbed of about \$9 Jan. 17.

Salina, Kan.—B. C. Christopher & Co. have taken over the office here of Dilts & Morgan.

Atchison, Kan.—We expect our new 1,200-bbl. mill to be completed June 1, 1923.—Blair Mfg. Co.

Clay Center, Kan.—The elvtr. of the Williamson Mlg. Co. was slightly damaged by fire recently.

Hopewell, Kan.—The elvtr. of the Producers Grain Co., containing about 3,000 bus. of wheat, burned Feb. 2.

Clay Center, Kan.—The elvtr. of the Williamson Mlg. Co. was slightly damaged by fire a short time ago.

Nickerson, Kan.—Peter Ditgen's farm elvtr. was burned Feb. 1. The plant contained about 900 bus. of grain.

Yoder, Kan.—Our 10,000-bu. elvtr. was completed and put in operation the first of the year.—Red Star Mlg. Co.

Wright, Kan.—We wish to install a grinder which can be driven with a 7½-h. p. motor.—Wright Co-op. Exchange.

Ulysses, Kan.—Our elvtr. has been completed.—McClure Grain Co., by A. R. McClure.—This is a 20,000-bu. plant.

Putnam (Sedgwick p. o.), Kan.—H. M. Lowman, mgr., is no longer with us.—Putnam Farmers Elvtr. Co., Geo. A. Howell, sec'y.

Americus, Kan.—The Farmers Union Co-op. Elvtr. Co. decided to sell its elvtr., so I will take another position.—Fred H. Achelpohl, mgr.

Paola, Kan.—Our elvtr. was not burned, as reported; only the mill, which has not been and will not be rebuilt at once.—Paola Mill & Elvtr. Co.

Olathe, Kan.—J. H. Bailey is the new mgr. of the Hadley Mlg. Co. He was formerly connected with the Mid-West Grain Co. at Denver, Colo.

Ellinwood, Kan.—Dan Erni of Ellinwood has leased the elvtr. of the Kansas Grain Co. for one year. The plant is owned by the Wolf Mlg. Co.

Ashton, Kan.—I bot the elvtr. of the Tipler Grain Co. and took charge Feb. 1.—Charles E. Miller.—Mr. Miller was formerly located at South Haven.

Farmington, Kan.—We did not buy the elvtr. of Smith & Sharpless here. It is owned and operated by Gerhard Blum of Atchison.—Snyder & Henderson, Effingham.

Big Bend (not a p. o.), Kan.—There will be a new elvtr. built at Big Bend, a switch between Ulysses and Johnson, by Kirney & Iman.—McClure Grain Co., Ulysses.

Tisdale, Kan.—Since Aug. 1, 1922, I have served as mgr. of the Tisdale Farmers Union Co-op. Ass'n.—L. C. Atkinson.—Mr. Atkinson succeeded J. W. Bailey in this capacity.

Tonganoxie, Kan.—M. B. Rich, who had planned to take down his corn mill after failing to organize a company to operate it, has sold the plant to W. A. Hinshaw of Wichita.

Salina, Kan.—C. R. Vestal, formerly with Dilts & Morgan, is now in charge of the Salina office of Goffe & Clarkener, Inc. A membership in the Board of Trade has been purchased.

Woodbine, Kan.—My elvtr. was completed and opened for business Sept. 15, 1922. I intend to install a feed grinder and may also install a dust collector in elvtr. head later on.—A. W. Volkman.

Shady Bend, Kan.—We have awarded contract to the Star Engineering Co. for building a new elvtr. of 20,000 bus. capacity to replace the one that burned in November.—Shady Bend Mill, Ben L. Yoke.

Belpre, Kan.—The plant of the Belpre Mill & Elvtr. Co., which has been idle for about a year, has been purchased by Mr. Hurd of Kinsley, and will be put in operation. A 75-h. p. motor has been installed.

Garden City, Kan.—We have not decided to construct a new elvtr. for this spring, as reported, but this matter will come up for decision at our meeting some time in March.—Garden City Co-op. Equity Exchange.

Kingsman, Kan.—E. F. Ehrbacher has resigned as mgr. of the Kansas Flour Mills Co. and will hereafter be associated with the Keystone Mlg. Co. at Larned. He will be succeeded here by R. L. Reeves who is being transferred from Anthony.

The state organization of the Farmers Union Co-operative Ass'n held its annual convention at Topeka recently. The co-operative unions from various parts of the state were well represented. Many problems were discussed, resolutions adopted and passed and a general good time was had by all in attendance.—G. Ivar Norden, Galesburg, Kan.

A bill requiring that all applicants for deputy inspectors in the State Weighing and Inspection Department be able to pass a Federal examination before they receive their appointment as deputy inspector will be presented to the State Legislature.

Argonia, Kan.—The Argonia Mill & Elvtr. Co. has not been in operation for some time. It has traded several times. I can not tell you definitely who owns it now, but think it belongs to C. J. Broce of Anthony.—G. M. Pohlenz, agt. Hunter Mlg. Co.

Topeka, Kan.—H. D. Harding of the Topeka Grain Co. and H. P. Trussler of the Trussler Grain Co. of Emporia are negotiating the proposition of installing direct wire service between Marysville, Kan., and the Kansas City and Chicago Boards of Trade.

Stafford, Kan.—The mill and elvtr. of the Stafford Flour Mills Co., owned by D. W. Dietrich, have been leased by the Albert Lea Mills of Minneapolis, Minn. The lessee will operate the plant. L. J. Wahl of Arlington, S. D., has been appointed mgr.—Cal.—Mr. Wahl succeeds H. M. Snare.

Lawrence, Kan.—R. C. Jackman is reported to have purchased the property of the Bowersock Mills & Power Co. Mr. Jackman has been connected with the firm, which operates a mill and grain elvtr. in addition to a power plant and bakery, since 1905. J. D. Bowersock, also a member, died recently.

Satanta, Kan.—We have completed rebuilding our engine room which was destroyed by wind, as reported, and are going to begin rebuilding elvtr. as soon as weather permits. We are also going to install more up-to-date machinery and rebuild to a much larger capacity.—Pettit Grain Co., A. L. Huffman, mgr.

Hutchinson, Kan.—The annual meeting and dinner of the Hutchinson Grain Club were held Feb. 1. The following officers were elected for the ensuing year: W. H. Poling, pres.; F. J. Hipple, vice-pres.; J. K. Pickerill, sec'y-treas. These officers, with R. W. Vance, W. P. Little and R. C. Moore constitute the new board of directors. Preparations are being made for the club's annual grain gambol and dance which will be held soon.—Cal.

Sedgwick, Kan.—We completed our 21,000-bu. elvtr. in time to handle the 1922 wheat crop. The house works fine. Star Engineering Co. built it. We contemplate erecting a 10,000-bu. concrete tank to give us more storage room. We have discontinued grinding alfalfa and are placing our seed cleaning machinery in the mill building and adding some new cleaning equipment. We are badly in need of more storage space.—Sedgwick Alfalfa Mills.

Galesburg, Kan.—The Farmers Union Elvtr. Ass'n has enjoyed a nice business, during the past year. It is the only company handling grains and doing a general merchandising business of feeds in Galesburg. On account of the crop shortage of corn and oats during the past year, this firm is doing a big business in this line as well as in millfeeds for dairy purposes. Many cars of feed have been shipped in this fall and winter.—O. Ivar Norden, mgr.

Dodge City, Kan.—A meeting of grain dealers somewhat out of the ordinary was held here Jan. 27 when many from this section of Kansas met as the guests of B. C. Christopher & Co. The event included a dinner served in the Chamber of Commerce rooms, and speeches were delivered on various phases of the grain business by Tod Sloan, of Kansas City; Louis Hausam, of Hutchinson; Jack Carrigan, and C. C. Isley, Dodge City; D. C. Winans, Satanta; and others.—Cal.

WICHITA LETTER.

F. J. Kramer has been appointed solicitor for the Clark Burd Grain Co.

Goffe & Clarkener will open an office here, and Dewey Hunter, formerly with Dilts & Morgan, will be in charge as resident mgr. The membership of A. W. Bennett has been posted for transfer to Mr. Hunter, and that of A. W. Steen has been posted for transfer to H. E. Merrell, sec'y of Goffe & Clarkener.

Wichita, Kan.—Mrs. Alma Bedell, wife of O. E. Bedell of the Bedell Elvtr. Co. and the daughter of J. W. Craig, vice-pres. of the Larabee Flour Mills Corp., died a short time ago. Mrs. Bedell had been ill with influenza, and was reported to be improving which report was followed by the announcement Feb. 3, of her death. Business on the Board of Trade was suspended Feb. 5 that members could attend the funeral in a body.

Thompson & McKinnon have taken over the Wichita office of Dilts & Morgan.

The State Grain Inspection Laboratory for making protein tests on grain, was opened Jan. 29, after considerable delay. Glenn H. Pile, formerly chief chemist of the laboratory of the Wichita Terminal Elvtr. Co. will be in charge. The new laboratory is electrically equipped and is one of the most up-to-date of its kind in the country.

KENTUCKY

Louisville, Ky.—The officers recently elected by the Louisville Board of Trade to serve for the ensuing year are: F. M. Sackett, pres.; D. B. G. Rose, first vice-pres.; George R. Ewald, second vice-pres.; William Heyburn, third vice-pres.; Robert F. Vaughan, fourth vice-pres.; Prince Wells, fifth vice-pres.; H. D. Ormsby, treas. and W. E. Morrow, sec'y.—W. E. Morrow, sec'y.

LOUISIANA

New Orleans, La.—At a meeting of the stockholders of Anderson & Jackson, held Feb. 3, it was decided to liquidate the business.—G. W. Anderson, pres.

MARYLAND

Baltimore, Md.—The five newly-elected directors of the Chamber of Commerce, together with the ten hold-over members of the previous board, met for organization Jan. 31, resulting as follows: Joseph G. Reynolds, pres.; John H. Gildea, Jr., vice-pres.; James B. Hessong, sec'y-treas. Executive com'tee: Thomas C. Craft, Jr., chairman; Egil Steen, vice-chairman, and Walter F. Macneal, Gordon P. White and A. W. Mears.

Baltimore, Md.—The Chamber of Commerce held its annual meeting Jan. 29, at which Joseph G. Reynolds, pres., presided. Pres. Reynolds addressed the assembly, submitting the sixty-eighth annual review of the accomplishments and needs of the local grain trade. A number of other subjects concerning Baltimore's trade and commerce were discussed. The following new directors were elected: A. W. Mears, E. H. Beer, William E. Harris, Frank S. Dudley and Gordon P. White. A number of important by-laws were adopted, including a new insolvency rule.

MICHIGAN

Belding, Mich.—We are going to install a feed mill in our elvtr.—Frank M. Donovan.

Lansing, Mich.—The elvtr. of the Isbell-Brown Co. was slightly damaged by fire Jan. 23.

Lapeer, Mich.—The Hunters Creek Elvtr., owned by Miller Bros. of Chicago, burned Jan. 29, at a loss of \$10,000; insured.

Beulah, Mich.—The elvtr. of the Co-op. Holding Co. was slightly damaged Jan. 22 by fire which started from a defective chimney.

Vicksburg, Mich.—Little Bros. of Kalamazoo have purchased the elvtr. formerly owned by the Coombs Mlg. Co., as reported, and we are operating same.—Lowe Bros.

Lansing, Mich.—The annual convention of the Michigan State Millers Ass'n was held in this city Jan. 23 and 24 at which Frank P. King, pres., presided. A number of technical and economic problems were taken up at the meeting.

Belding, Mich.—The Chapple Grist & Flour Mill resumed operation about the first of the year, after having been closed since the failure of the Gleaner Clearing House Ass'n a year ago. Roy Taylor has purchased the plant and it will be operated under the management of Edward E. Chapple.

Reed City, Mich.—Ray Kent of Clare was the highest bidder at the public sale for the Smith Elvtr., taking the building, equipment and office fixtures and stock for \$9,610. Mr. Kent operates elvtrs. at Clare and Tustin and will put the newly acquired property in operation in a short time.

MINNESOTA

Winsted, Minn.—The 75-bbl. mill of the Winsted Mlg. Co. burned last month.

Wanda, Minn.—Albert Spalding's elvtr., containing about 20,000 bus. of grain, burned a short time ago.

Hutchinson, Minn.—Philip Schoeneman is planning to build a 10,000-bu. elvtr.

Plato, Minn.—The mill of George Hoelz & Son, operators of a grain elvtr., was slightly damaged by fire Jan. 16.

Duluth, Minn.—The membership of S. H. Jones in the Board of Trade has been transferred to W. G. Hegardt.

Winona, Minn.—The elvtr. and coal shed of the Western Grain & Coal Co., burned Jan. 23, entailing a loss of \$25,000.

Verdi, Minn.—The elvtr. of the Equity Co-op. Exchange burned down in August, 1922.—X.—This elvtr. has not been rebuilt.

Windom, Minn.—The Windom Flour Mill owned by the late T. C. Collins, burned Jan. 29 at a loss estimated between \$25,000 and \$30,000.

Hatfield, Minn.—The Farmers Elvtr. Co., which was sold at auction, is now owned by Smallfield & Delaney.—G. S. Evarts, Pipestone.

Duluth, Minn.—New members of the Board of Trade are A. A. Jewett and E. J. Wenzel, and the memberships of George Alt and R. C. Schiller have been transferred.

Kasson, Minn.—On the night of Feb. 1 our office was broken into and a head-set was taken from our radio. Nothing else was disturbed.—Christiansen Independent Elvtr.

St. James, Minn.—The St. James Co-op. Co. is not in operation and I have heard nothing as to its reorganization, as reported. The Farmers Grain Co. and Hubbard & Palmer Co. are the only two elvtrs. in operation at this station.—X.

Red Wing, Minn.—I have not taken over any elvtr. at Red Wing, as reported. The elvtr. which I sold to Wm. Befort was destroyed by fire last August and Mr. Befort has sold the ground to the Red Wing Mlg. Co. The elvtr. will not be rebuilt.—J. E. Danielson.

Montevideo, Minn.—E. E. Lageson of this city, has leased the plant of the Farmers & Merchants Elvtr. which was closed in November, 1921, because of lack of funds, and will operate the plant. Plans are being made to reorganize the firm into a farmers company.

Freeport, Minn.—Our elvtr. which was erected by the Hickok Construction Co. has a capacity of 15,000 bus., has fourteen bins and is covered with steel elvtr. plate. The plant is equipped with electric motor, receiving conveyor, automatic truck dump. This elvtr. serves our 125-bbl. mill and is primarily for blending milling wheat.—Thelen Bros.

Duluth, Minn.—New officers of the Board of Trade are G. H. Spencer, pres., P. H. Ginder, vice-pres., G. G. Barnum, Jr., C. T. Mears, H. S. Newell, directors for three years, G. E. Robson, director for one year; G. G. Barnum, Sr., M. M. McCabe and E. A. Vivian were elected members of the board of arbitration and F. E. Lindahl, W. J. McCabe and Thomas Gibson were elected members of the board of appeals.

MINNEAPOLIS LETTER.

Harris G. Nelson is a new member of the Chamber of Commerce.

The annual convention of the Minnesota Farmers Grain Dealers Ass'n will be held Feb. 13-14-15 at the West Hotel here.

The plant of the Fruen Cereal Co., which was damaged by fire in November, is expected to resume operation in a very short time. The machinery on the work floor was destroyed, but as the building was constructed of concrete, it was able to resist the fire. The Hickok Construction Co. is replacing the machinery.

MISSOURI

Plattsburg, Mo.—The Farmers Elvtr. Co. is building an elvtr. here.

Polo, Mo.—Plans are being made by the Polo Elvtr. Co. to build a larger elvtr.

Holt, Mo.—The safe of the Holt Grain & Supply Co. was blown open and \$9.95 taken.

Sheridan, Mo.—A 15,000-bu. elvtr. to cost about \$8,000 is planned by the Farmers Produce & Shipping Co.

Slater, Mo.—Directors of the Farmers Elvtr. Co. are planning to build another spur track from the railroad to the elvtr.

Fair Grove, Mo.—The Fair Grove Mlg. Co. has been incorporated for \$15,000 to buy and sell grain, to manufacture flour, meal, feed and all grain products and to do a general milling business. Incorporators: G. M. Prater, L. W. Fisher and W. L. Oldham.—P.

Rolla, Mo.—The Rolla Farmers Exchange plans the erection of an elvtr. and grain warehouse. Work will be started on the warehouse at once.

Lathrop, Mo.—The Lathrop Elvtr., which was purchased by S. W. Shoemaker of Browning in December, has been reopened after having been closed several weeks. J. L. Johnson will be in charge of the business as formerly.

Carthage, Mo.—Plans for the large concrete elvtr. to be erected for the Cowgill & Hill Mlg. Co. to replace the plant that was burned, were furnished by the Jones-Hettelsater Construction Co. The Southwestern Engineering Co. has the construction contract.

Wooldridge, Mo.—The Wooldridge Mill & Storage Co. has been incorporated for \$25,000 to do a general grain and mlg. business, and will own and operate an ice plant. Incorporators: W. A. Oerly, W. H. Selck, W. R. Freeman, H. Keiser, Jessie Hornbeck, W. J. Wooldridge, J. E. Darnell and I. T. Adair.—P.

Liberty, Mo.—The McConnel Grain Co. whose office here was closed last month, has changed hands. Wilmer Wagy has become a partner with Chas. C. McConnel and the business will hereafter be conducted under the name McConnel-Wagy Grain Co. It is a branch of the Miller-McConnel Grain Co. of Kansas City.

Salisbury, Mo.—The Farmers Elvtr. Co. is planning the erection of a 16,000-bu. concrete elvtr. to cost \$19,000. The new plant will replace one that burned, and will be equipped with two motors, one leg, sheller and cleaner, feed mill, Fairbanks 10-ton Scale and a truck dump. Contract has been awarded to Townsend B. Smith.

Lebanon, Mo.—We have bot the elvtr. of the Lebanon Elvtr. Co., as reported, and will handle grain of all kinds.—S. R. Dennis, mgr. Farmers Produce Exchange.—D. M. Martin, formerly proprietor of the elvtr., together with his three sons, is planning to operate the Lingsweiler Mill which they purchased about three years ago, and will deal in wheat, corn, flour and feed.

Jefferson City, Mo.—Grain men of Kansas City, St. Louis and St. Joseph, appeared before the House of Appropriations Com'te recently to urge that the appropriation for the State Grain and Warehouse Inspection Department be increased to \$490,000 for 1923-24, also requesting the com'te to give the Department a revolving fund which would receive all fees collected in the inspection of grain. The dealers also stated they would ask the Legislature to reduce the inspection fee from \$1 to 75 cents per car because the department has excess earnings of \$175,469 during the last two years. The last appropriation for the department was \$414,000. They said the inspection fees should be reduced so as to be on a basis with adjoining states.

ST. LOUIS LETTER.

The 2,000,000-bu. elvtr. to be erected by the Missouri Pacific Rd. will be operated by the J. H. Teasdale Commission Co.

Joseph W. Hattersley and Harold P. Hughes have applied for membership in the Merchants Exchange. The membership of William Pollock, deceased, has been transferred to his son, W. W. Pollock, who has succeeded him as head of the William Pollock Mill & Elvtr. Co.

KANSAS CITY LETTER.

W. H. Burns, who was formerly with Dilts & Morgan, has taken charge of the office here of E. Lowitz & Co. of Chicago. He succeeds C. E. Lathrop.

The equipment, good will and leases of the offices in this city and Tulsa, Okla., of Houston, Fible & Co., defunct brokers, were sold to J. S. Bache & Co. of New York and Chicago on Jan. 31 for the sum of \$30,000.

The Ralston Purina Co. is planning the erection of a large food stock plant either in North Kansas City or in the East Bottoms. A row of buildings, mills, elvtr. and warehouses, said to be more than 1,000 feet long, is being planned.

The Ismert-Hincke Mlg. Co. is lining six 27x75-foot leaky concrete tanks with tile and installing a new engine. The plant has been closed during the repairs for which contract was awarded to the Jones-Hettelsater Construction Co.

Members of the Board of Trade will vote Feb. 17 on amendments to the rules which will permit elvtr. operators to charge persons having grain in store 40 cents a month for each thousand bus. to cover a part of the cost of various kinds of insurance carried to protect grain of customers.

Fisher & Fisher Grain Co. has been incorporated for \$20,000 to buy and sell grain, feed and all commodities and to own, lease and operate grain elvtrs. Incorporators: G. L. and C. V. Fisher and Max Moritz.—P.—C. V. Fisher, a member of the Board of Trade, was formerly connected with the Wyandotte Elvtr. Co.

The capacity of the Ismert-Hincke Mlg. Co. has been increased from 2,600 bbls. to 3,000 bbls. daily. The plant has also been equipped with a 1,300-h. p. engine, and the old engine has been placed in the plant at Topeka, Kan.

Offices of James E. Bennett & Co. in the University Club Bldg. were damaged by fire to such an extent that what was left of the offices was moved to 1012 Baltimore Ave. During this time, orders were temporarily received at the Board of Trade office.

At a meeting of the transportation department of the Board of Trade and members and traffic mgrs. of local firms with railroad representatives, in regard to showing tonnage of Bs/L, a com'te composed of F. A. Doyle, Charles Kuschar and A. C. Andrews was appointed to represent local grain interests and to meet with a railroad com'te in order that a satisfactory agreement might be made. Railroads have withdrawn their proposal that complete reference to inbound tonnage be shown upon Bs/L and shipping orders in connection with proportional rate shipments, and it is probable that an agreement will be reached whereby the information will be furnished only on shipping orders or on a separate tonnage sheet.

MONTANA

Rosebud, Mont.—The elvtr. of the Rosebud Mercantile Co., Inc., was badly damaged by fire Jan. 29.

NEBRASKA

Primrose, Neb.—The elvtr. of the Farmers Elvtr. Co. burned recently.

Wallace, Neb.—The elvtr. of the High Line Grain Co. was burned recently.

Humboldt, Neb.—The plant of the O. A. Cooper Mlg. Co. is nearing completion.

Filley, Neb.—There is some talk of installing a corn grinder in the spring.—Farmers Co-op. Co.

Scottsbluff, Neb.—Turner Prurett Elvtr. is the successor to Foster & Prurett.—J. E. Armstrong.

McCook, Neb.—I am located here for Goffe & Carkener, Inc., as mgr. of the branch office.—E. J. Price.

Wayne, Neb.—Carl Madsen is the new owner of the Crowell Lumber & Grain Co.'s elvtr., and has already taken possession.

Arnold, Neb.—The Farmers Union Co-op. Ass'n has been incorporated for \$10,000 by F. W. Lewis, J. T. Bonta and Alex Delosh.

Ulysses, Neb.—Aloys Hoegere has succeeded Joseph West as mgr. of the Ulysses Grain Co., also known as the Farmers Grain & Supply Co.

Lindsay, Neb.—O. T. Anderson has resigned as mgr. of the elvtr. here of Nye-Schneider-Jenks Co. He will be connected with a lumber firm at Ulysses.

Ayr, Neb.—The elvtr. of the Ayr Grain & Supply Co. burned Jan. 25. Loss, \$10,000. It is believed the plant, of which R. J. Kennedy was mgr., will be rebuilt.

Phillips, Neb.—The Farmers Grain Co. incorporated; capital stock \$17,500. The elvtr. and equipment formerly owned by the Phillips Grain Co. has been taken over, and the business was opened Jan. 1. Mgr. Shernitz, also a stockholder, is in charge.

Venango, Neb.—We have bot the elvtr. of the Venango Grain Co. and will build a modern elvtr. at Venango as soon as material can be shipped in. The foundation is completed and about two feet of cribbing.—Reimer-Smith Grain Co., by Paul Reimer, Holyoke.

Hastings, Neb.—E. J. Herring, for 24 years traveling superintendent of the Central Granaries Co., now Nye-Schneider-Jenks Co., resigned his position. Ed, as he was familiarly known from one end of the state to the other, was perhaps one of the best known men interested in the grain trade in Nebraska and Kansas, and was considered an expert in the operation of country grain elvtrs. and crop conditions at all times. He severed his connections with the company Feb. 1 and for the present will make his home in this city, where he has lived for many years.

Nebraska City, Neb.—D. W. Schminke has purchased the plant, including a mill and elvtr., of the Paul Schminke Mills, which have been idle and tied in litigation.

Bladen, Neb.—I am not in the grain business at present. J. M. Dick has taken the position I had. I resigned Nov. 1.—Charles W. Wood.—Mr. Wood was agt. for the C. B. Seldomridge Elvtr.

Kearney, Neb.—The Kearney Grain Co. has been incorporated for \$50,000 by Paul Burgner, Arthur Bartman and L. A. Getaz. Mr. Burgner is building a large steel and concrete elvtr. at this place.

NEW ENGLAND

Worcester, Mass.—The F. D. Perry Co. is planning the erection of a \$50,000 elvtr. and grain storage building to replace the storage house recently burned.

Middletown, Conn.—The elvtr. of the Cole Co. was damaged to the extent of \$2,500 by two fires. The fires are believed to have resulted from a dust explosion set off by belt friction.

Bridgewater, Mass.—Automatic Sprinklers have been installed in the plant of the Eastern Grain Co., but as there is not enough pressure to fill the pipes, the system is idle at the present time.

Malden, Mass.—We are building an addition to our mill, about 40x60 feet, part of which is two stories high. We are installing a cracking machine and a Monarch Ball Bearing Attrition Mill. This is being done to take care of our increased demand.—Cunningham Grain Co.

Boston, Mass.—John J. White of the John J. White Hay & Grain Co. at South Boston, died last month, his death believed to have been the result of four tablets of bichloride of mercury administered or taken in some unknown manner. Mr. White was 24 years of age and had been married thirteen days. He was on his honeymoon at the time of the tragedy.

NEW YORK

Utica, N. Y.—The Ogden Grain Co. is building a grain and mixed-car plant and two large fireproof warehouses, at a cost of \$100,000.

Middletown, N. Y.—The Halliday-Barnard Corp., grain and feed dealer, has filed a petition of voluntary bankruptcy with assets listed at \$2,893 and liabilities at \$26,320.

Buffalo, N. Y.—The 1,500,000-bu. addition to the elvtr. of the Superior Elvtr. Co. will be erected at once and will cost \$350,000, included machinery and other equipment. The company will have a total capacity of 2,500,000-bus.—B.

New York, N. Y.—The Produce Exchange will hold a meeting Feb. 14 to consider an amendment to the rules, which, if adopted, will result in a reduction from 1½ cents to 1 cent per bu. in the commission for handling consigned wheat, and from ¼ cent to ⅓ cent on all American and Canadian wheat, barley, buckwheat and rye for export.

NORTH DAKOTA

Bismarck, N. D.—Elmer G. Owen has become connected with the McDonald & Wyman Co. here.

Buffalo, N. D.—The 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed. The T. E. Ibberson Co. had the contract. This replaces the plant that was burned Oct. 25, 1922.

Fingal, N. D.—The Fingal elvtr. of the Atlantic Elvtr. Co., of Minneapolis, Minn., burned Jan. 23. Loss, \$30,000. The fire is believed to have started from a hot box while the machinery was in operation.

Havelock, N. D.—The elvtr. of the defunct Havelock Equity Exchange has passed into the hands of the newly organized Havelock Grain Co. which is operating the plant under that name. Anton Hettrich is in charge.

Medina, N. D.—The elvtr. and coal sheds of the Farmers Elvtr. Co. were destroyed by fire Jan. 26. The plant contained about 10,000 bus. of grain and 125 tons of coal, and incurred a loss estimated at \$20,000, about half of which is insured. Adjacent buildings caught fire, but hard fighting all night confined the blaze to the elvtr. and coal sheds. Children discovered the fire about 7:30 p. m. Officials of the company have stated that no definite plans for rebuilding have been made.

New England, N. D.—E. J. Freeman's elvtr. has been enlarged by the addition of a 20,000-bu. annex.—A. 12,000-bu. storage room is being erected to the plant of the Columbia Elvtr. Co.

Tower City, N. D.—The elvtr. of the Farmers Equity Elvtr. Co., containing about 10,000 bus. of grain, was burned recently, at a loss of \$30,000; insurance \$10,000. The fire is reported to have been the result of a dust explosion.

OHIO

Toledo, O.—R. S. Burge has applied for membership in the Produce Exchange.

Port Clinton, O.—James Hopfinger has purchased a half interest in E. M. True's elvtr.

Arcanum, O.—H. J. Niswonger who has been in the grain business here since 1904, died suddenly Jan. 27.

Lucasville, O.—The Ziesler Grain Co. has incorporated for \$35,000. Incorporators: George, William and A. L. Zeisler.

Weleetka, O.—G. Brown, mgr. of the Weleetka Mill & Elvtr. Co., was married to Miss Savanna Keithley of Ada, Okla., this month.

Williamstown, O.—The Williamstown Elvtr. Co., of which George Searfoss is mgr., is planning the erection of a new elvtr. in the spring.

Canton, O.—The Canton Feed & Mfg. Co. operating a line of elvtrs. as the Farmers Elvtr. Co., passed into the hands of the receiver Jan. 20.

Auglaize (Delphos p. o.), O.—I am out of the grain business.—M. B. Lindemann.—Mr. Lindemann's elvtr. was burned in July. It will not be rebuilt.

Arcanum, O.—The elvtr. of the John Smith Co. was slightly damaged by fire recently. The fire started in the blower box and was caused by hot bearings.

Cincinnati, O.—We have merged our business with the Early & Daniel Co. and all future business will be done under the name of Early & Daniel.—A. C. Gale Grain Co.

Loudonville, O.—The Loudonville Mill & Grain Co. has awarded contract to the P. F. McAllister Co. to build a 700 bbl. flour mill to replace the mill destroyed by fire a short time ago.

Circleville, O.—The Soyco Mills Co. of Greenville has purchased the mill and all the elvtrs. from H. M. Crites & Co. The property was to have been turned over on the 20th of January, but same has been delayed. I understand failure to get the abstracts out up to this time is the cause.—Wade H. Cook.

Fostoria, O.—J. E. Babbett, a representative of the Red Star Mlg. Co. of Wichita, Kan., with headquarters at Cleveland, O., has purchased the mill and elvtr. of the Fostoria Mlg. Co., as reported. The old organization has been dissolved and a new firm, to be known as the Fostoria Mlg. & Grain Co., has been formed.

Circleville, O.—Park Soliday has resigned his position with the Sciota Grain & Supply Co. of Ashville, with whom he has been associated as mgr. since 1916, and will hereafter be connected with the Soyco Mlg. Co. here.—H. M. Crites & Co. write that they sold all of their elvtrs. to the Soyco Mlg. Co., to take effect as soon as abstracts are made.

Harrod, O.—On the morning of Feb. 3 our elvtr. was robbed of seven bags of alsike seed in the amount of 17½ bus.—in Banner 2 bus. cotton bags. The elvtr. was opened and the seed hauled away in an automobile by three people. The auto and the parties who stole it are well known and under surveillance. We called in the sheriff of the county and a reward of \$250 was offered for the detection and conviction of the thieves. The reward is in effect to any party that may secure the recovery of its conditions.—Kirby White & Son.

Jewell, O.—The new elvtr. of the Jewell Grain Co. for which contract has been awarded to the Ballinger Construction Co. will have a capacity of 20,000-bus. and is expected to be completed about March 15. The elvtr. will be of cribbed construction and will be erected in connection with a frame warehouse, office, cob and dust house. The new elvtr. will be equipped with Richardson Automatic Scales, two stands of elvtr. legs, 1,500 bus. capacity hourly, 400-600-bu. corn sheller, McMillin Wagon and Truck Dump, Monitor Combined Corn and Grain Cleaner, Style A No. 7, platform scale, 10-ton Fairbanks Wagon Scale, two 15 h. p. F-M Motors, one 5 h. p. F-M Motor, 10-ton truck scale and No. 47 clipper cleaner. Sides and roofs of the elvtr. are to be covered with galvanized steel.

Columbus, O.—I have just recently purchased the interest of Edward S. Smith in the Smith-Sayles Grain Co. and intend to conduct it for the time being under the same name. Mr. Smith is no longer with me. We have had a very successful year in 1922 and have built up a very high-class trade.—Philip C. Sayles.

Cincinnati, O.—Our election of officers was not held until Jan. 23, when the following were elected by the Board of Directors: pres., John DeMole; first vice-pres., R. S. Fitzgerald; second vice-pres., B. H. Wess; sec'y, Elmer H. Heile; treas., Frank L. Watkins; executive sec'y, D. J. Schuh. This meeting was for the purpose of reorganization, following the annual election which was held Jan. 18 when the following candidates were elected to the Board: H. Edward Richter, 3 year term; Elmer H. Heile, three year term; Robert L. Early, three year term; Fred W. Scholl, three year term; Ralph H. Brown, three year term, and W. R. McQuillan, two year term. The above gentlemen, together with the nine held over members, constitute our board of directors for the year 1923.—D. J. Schuh, executive sec'y.

OKLAHOMA

Cement, Okla.—Tony Brummage's elvtr burned a short time ago.

Bliss, Okla.—Mail to grain dealers at Bliss should hereafter be addressed to Marland, a new post office.

Oklahoma City, Okla.—Offices here and at Enid of Dilts & Morgan, have been taken over by the Fuller Grain Co.

El Reno, Okla.—The El Reno Mill & Elvtr. Co. has awarded contract for the erection of a 200-bbl. cornmeal plant.

Tangier, Okla.—The Tangier Elvtr. Co. has been incorporated for \$8,000 by Carl Hosemeier, Thomas Belford and L. S. Thomas.

Enid, Okla.—The Long Bell Lumber Co. had a fire Jan. 14. It was very hot. Roasted us but only \$200 damage. The Long Bell loss was \$450,000. Other damage amounted to \$100,000.—Millers Mlg. Co.

Ada, Okla.—The elvtr. at this place was slightly damaged in a fire that destroyed property of the Choctaw Cotton Oil Co. to the extent of \$10,000. Plans are being made to replace the machinery in the elvtr.

Jefferson, Okla.—The Jefferson Mlg. Co. which was organized with a capital stock of \$75,000, several months ago to take over the business of Morris Bros., is not operating the mill as yet, altho the firm is buying and shipping grain.

OREGON

Portland, Ore.—The name of the Pacific Elvtr. Co. has been changed to Pacific Coast Elvtr. Co.

Elgin, Ore.—We have incorporated to engage in the buying and selling of grain locally and export as reported. We will also operate a general warehouse of implements, hay and feed. No elvtr. will be erected here this season. Most of the grain in this territory is handled in sacks, so we will operate a warehouse instead of elvtr.—Elgin Grain & Storage Co., by C. E. Merritt.

La Grande, Ore.—We had a fire as reported which started in our office, probably a spark from the stove caught in the waste paper basket. With numerous files hanging on the wall, the fire made good progress before it was noticed, but we were successful in confining same to the office by hard work on the part of the four employees, and with water barrel handy they put it out. The loss is estimated around \$100, in which we were fortunate, as we are running 24 hours per day and working on a large contract.—La Grande Mlg. Co.

PENNSYLVANIA

Philadelphia, Pa.—Members of the Commercial Exchange have voted to abolish Section 1 of Article 14 of the By-Laws, as follows: "Members of the Exchange acting as brokers shall be responsible under the rules for all transactions for non-members." The board of directors has approved.

Philadelphia, Pa.—The grain trade has favorably considered an amendment to the grain rules of the Commercial Exchange, and the rule will now read: "There shall be a car examination buro for the purpose of making a physical examination securing seal records and issuing certificates therefore on all cars loaded

with grain arriving at Philadelphia except ex-lake grain for export, to be inspected by the Grain Inspection Department."

Philadelphia, Pa.—The annual election of the Commercial Exchange was held Jan. 31 at which the following were elected: Walter K. Woolman, pres.; Geo. M. Richardson, vice-pres.; Emanuel H. Price, treas.; William M. Richardson, Hubert J. Horan, T. K. Sharpless, A. L. Hood, D. J. Murphy, Edward Rice, Jr., directors to serve two years. Howard F. Brazer was elected to serve the unexpired term of F. M. Rosekrans now located at Hammond, Ind.

SOUTH DAKOTA

Custer, S. D.—An F-M Engine has been installed in the Custer Roller Mills.

Pollock, S. D.—The Pollock Farmers Elevator Co. has been incorporated for \$25,000 by R. A. Conway, Frank E. Devers and E. D. Putnam.

La Bolt, S. D.—Fire which destroyed the elevator of the Farmers Grain & Live Stock Co. Dec. 30 was caused by a hot box, incurring a loss of \$24,000 which is almost entirely insured.

Manchester, S. D.—Farmers in this vicinity have taken the first steps toward organization of a farmers co-op. company and operation of an elevator here on which work is expected to start in the spring.

Hillsview, S. D.—The Farmers Elevator Co. plans the erection of a new elevator to replace the one that burned in December. Materials are being ordered at the present time and work is expected to start in the spring. Contract has been awarded to the T. E. Ibberson Co.

Arlington, S. D.—The business of the Central Dakota Mill Co. has been liquidated with assets amounting to \$40,564 and liabilities, \$91,108. Creditors have been paid 42 cents on the dollar. L. J. Wahl, who has been in charge of the mill and elevator, will be located at Stafford, Kan.

Parker, S. D.—C. P. Vandewater has taken over the management of this company. He was formerly mgr. 1918-19 and resigned to take the position of assistant cashier in the Farmers State Bank; but he has resigned that job to take the management of the elevator again.—Farmers Union Elevator Co.

Sherman, S. D.—The Farmers Elevator Co., whose plant burned last November, has completed a 30,000-bu. elevator, contract for which was awarded to the T. E. Ibberson Co. The foundation consists of a concrete slab, reinforced with steel. The plant contains thirteen bins and has legs which are equipped with a Gerber Double Distributing Spout, and is equipped with two 7½ h. p. G-E motors, Link Belt Silent Chain Drives, Wonder Grain Cleaner, Ibberson Bin Alarm System, Richardson 1,500-bu. Automatic Scale, 10-ton 16-foot scale truck lift. A large office has also been erected in connection with the new elevator.

SOUTHEAST

Orlando, Fla.—Please send my Journal to this place.—W. W. Pearson.—Mr. Pearson who visits the South every winter, has been located at Up-land, Ind.

Norfolk, Va.—C. G. Franks has been appointed chief grain inspector and weighmaster for the port of Norfolk. He was formerly division supervisor for the United States government at New York.

Mobile, Ala.—Regarding the report that a 2,000,000-bu. elevator will be built at Mobile, it is our understanding that the State Harbor Commission of Alabama is now giving consideration to this project, but we are not advised of any definite plans.—Walter Shipley, traffic mgr. Mobile & Ohio Railroad, St. Louis, Mo.

Jacksonville, Fla.—Announcement is made by the Baker & Holmes Co. and Hagan-Upchurch & Peters, Inc., of the formation of a new company to be known as the Hagan Peters Co., which has taken over the grain and grocery business of the two named firms. The officers of the Hagan-Peters Co. are E. L. Hagan, pres.; John D. Baker, vice-pres.; H. H. Peters, sec'y-treas. The Baker & Holmes people will handle building material exclusively in Jacksonville. This, however, does not affect their interests elsewhere.—L.

TENNESSEE

Cookeville, Tenn.—P. Terry, operator of flour mills at Livingston and Willow Grove, has closed a deal for a site at this place, on which he plans to build another flour mill.

TEXAS

Houston, Tex.—Frank Becker is the new vice-pres. and general mgr. of the Houston Mill & Elevator Co.

Fort Worth, Tex.—The Rothschild Brokerage Co. has changed its name to the Rothschild Grain & Commission Co.

Plainview, Tex.—This company was recently incorporated as reported and will operate an elevator at this point, engaging in the handling of grain, mill feeds and coal.—Farmers Elevator Co.

Van Alstyne, Tex.—Louis Garver, pres. of the Garver-Scales Elevator Co. died a short time ago at the age of 70 years. Altho a native of Pennsylvania, Mr. Garver had resided in Texas for forty years.

Fort Worth, Tex.—Charles H. Newman, who has been sales mgr. for the Collin County Mill & Elevator Co. for several years, is now located in this city and will become general mgr. of the Burrus Mill & Elevator Co. the first of May.

Greenville, Tex.—The writer has purchased the grain elevator here of the Stark Grain & Elevator Co. of Plano, Tex., and the new name is G. H. Stark Grain Co., the writer mgr. and owner. We will do a general wholesale and retail business.—G. H. Stark, G. H. Stark Grain Co.

Seymour, Tex.—John Havley, who was formerly in charge of the Westover Mill & Elevator Co. at Westover has become mgr. of the newly organized Seymour Mill & Elevator Co. An elevator and a 100-bbl. flour mill are being erected for the new firm, to be completed in about two months. Machinery of the plant at Westover is being shipped to Seymour.

Fort Worth, Tex.—S. T. Oates, who has been operating the Oates Brokerage Co. for several years, has purchased the business of the Tillery Brokerage Co., which succeeded the Fitzpatrick Brokerage Co. and the Munn Brokerage Co. Oscar L. Tillery, formerly mgr. of the Tillery Co., has become connected with the Transit Grain & Commission Co. as assistant sales mgr.

Representative Lackey has introduced to the State Legislature a bill that, if adopted, will amend the unworkable features of the state warehouse and marketing law of Texas. Other bills that have been introduced are those by Representative Sackett requiring marking of net weight on containers; that of Representative Stell creating a commission on marketing and price recommendation and two by Representative Stewart providing for units of measurement and adopting for the state units of the Federal Government.

Houston, Tex.—The Port Commission contemplates the construction of a grain elevator at the Houston harbor terminals with an initial capacity of one million bus. storage and with a work house designed to handle a maximum of six million bus., the additional storage to be constructed as needed. This elevator will be connected with the waterfront by a four to six belt carrier-house distributing grain in both directions to at least five wharves, additions to be extended as needed. The elevator is to be erected in conjunction with six additional wharf units, the designs for which are now being prepared and it is expected to complete the grain handling facilities by the time the main channel is dredged to a full depth of thirty feet, which will probably be early in 1925. The plant will be ideally located with reference to the waterfront, having an elevation of some forty feet above sea level with separate trackage facilities that will not be congested by the movement on the wharves, having ample track storage and adjacent to a large classification yard. This facility will prove a great asset to the port, enabling vessels to carry dead weight cargo with their cargoes of cotton, Houston being now the second cotton port of the United States, and growing rapidly, a total of 772,000 bales having been shipped out during 1922. There is at present only one grain elevator on the Houston ship channel, that of the Houston Mill & Elevator Co. with a capacity of 500,000 bus. which is connected with the Manchester wharf of the Port Commission with a carrier-house and belt with a capacity of 10,000 bus. per hour.—B. C. Allin, Director of the Port of Houston.

Fort Worth, Tex.—Jule G. Smith, E. E. Hewley, Paul Cruseman, R. I. Merrill and Morris E. Berney have been appointed to compose the com'te on grain and cotton by the pres. of the Chamber of Commerce.

Waco, Tex.—J. F. Wieser, formerly general mgr. of the Waco Mill & Elevator Co., died a short time ago after several weeks' illness, at the age of 53 years. He had resigned his position several months ago.

WASHINGTON

Prescott, Wash.—The Pacific Coast Elevator Co. is planning to sell its elevator to the Sperry Flour Co. and will build on another location. The firm is erecting a warehouse at the present time.

Odesa, Wash.—The mills, elevators and warehouses at this place and Harrington of the Portland Flouring Mills Co. have been sold to Wallace McCamman, attorney for the Sperry Flour Co., for the sum of \$37,525.

Dayton, Wash.—The Dayton plant of the Portland Flouring Mills Co. was recently sold at a sheriff's sale to the Sperry Flour Co. for the sum of \$25,000. A. J. Dunlap and A. J. Berry will continue operation of the chop mill as formerly, under lease.

Seattle, Wash.—F. W. Foster, vice-pres. of the Gray-Rosenbaum Grain Co., has moved from Portland where he was well known among grain exporters, to this city. Hereafter, offices of the vice-pres. will be located in Seattle, altho C. W. Baum, mgr., will continue at Portland.

Seattle, Wash.—The Merchants Exchange has established a cash grain market where wheat and other cereals consigned to Puget Sound ports for inspection and sale can be sold on graded samples furnished and certified by the state grain inspector. In announcing the move, F. R. Hanlon, mgr. of the Exchange, expressed the opinion that it will benefit both grain shippers and buyers and particularly the farmers of the state of Montana to whom Puget Sound export wheat markets were opened last October when the railways reduced westbound export rates. Arrangements have been completed whereby bulk grain consignments on arrival at Puget Sound terminal yards will be graded promptly by federal or state inspectors and samples of grades will be duly certified and delivered to the exchange daily, thereby giving the owner of the grain or his agent an opportunity that formerly did not exist, to sell grain on the basis of actual grade. Under the new system, the shipper or his agent is given a certificate showing the exact grade of his grain which enables him to order the car to the place of final unloading. Members of the Exchange believe that the movement of bulk grain to Puget Sound will be largely increased this year and that since Seattle is the first world port on the Pacific to establish a sample market, sellers will give this port a preference in making consignments.

WISCONSIN

Oconomowoc, Wis.—I have just taken over the elevator of the Armour Grain Co. as mgr.—C. E. McCarthey.

Livingston, Wis.—Ernest Beddick will take over the Livingston Feed Mill & Elevator March 1, succeeding W. F. Alton.

Kenosha, Wis.—The Guernsey Co-op. Mills Co. has incorporated for \$25,000. Incorporators: A. B. Turner, J. O. Dowse and W. S. Hills.

Portage, Wis.—Plans are being made to rebuild the mill of the Columbia Flour Mills Co., owned by Miller & Oliver, which was burned last month. The elevator was not damaged.

Biramwood, Wis.—Herman Behn has been appointed to succeed John Grill as mgr. of the Equity Co-op. Ass'n, Inc. Mr. Grill resigned the position that he might devote his time to farming.

Foster (Osseo p. o.), Wis.—A small fire occurred in our potato warehouse Jan. 6, as reported. Damage about \$700, covered by insurance. Sparks thru the stove pipe hole in chimney ignited burlap potato bags and then outside wall in one corner of house.—Jones Bros.

Green Bay, Wis.—J. E. Bickert has become associated with the John E. Ebeling Co., operator of a mill and elevator, and will represent the firm in southern Wisconsin and northern Illinois, with headquarters at Milwaukee. Mr. Bickert was formerly connected with the Disfield-Bickert Mfg. Co. at Chilton.

Cochrane, Wis.—A. E. Juettinger is our agt. here.—R. E. Jones Co.

Brodhead, Wis.—Pinnow & Hall, who have been operating the mill and elvtr. of the Brodhead City Mills, have opened a mill and are operating under the name Red Wing Mlg. Co. This action was planned several months ago. At that time it was reported that L. E. Fairman and B. E. Milks would buy the plant of the Brodhead City Mills.

Osseo, Wis.—John Wogsted of Whitehall has purchased the Linderman Mill & Elvtr. which A. G. Cox has been operating for the last 23 years. Mr. Wogsted took possession the first of the month, securing the plant for \$19,000. He is a native of Norway and has been in the milling business since 1896. Mr. Cox will devote his time to the operation of his 300-acre farm.

MILWAUKEE LETTER.

The finance com'te of the Chamber of Commerce has determined the February rate of interest to be 6 per cent.

The problem of constructing a new building or acquiring the present one will be discussed at the next meeting of the Chamber of Commerce. Feb. 13.

Henry G. Hendricksen, who has been connected with the Flanley Grain Co. for five years, will hereafter be associated with the Deutsch & Sickert Co., taking charge of the grain consignment department, a new line of the business.

Adulteration and Misbranding.

The Houston County Oil Mill & Mfg. Co., Crockett, Tex., shipped into Kansas a quantity of cottonseed cake, unlabeled in sacks. Misbranding was alleged because the food was in package form and quantity of the contents was not plainly marked on outside of package. On a plea of guilty the company paid a fine of \$50 and costs.

The Empire Rice Mill Co., New Orleans, La., shipped into Georgia a quantity of rice bran which was alleged misbranded. Examination of 257 sacks by the Bureau of Chemistry showed the average net weight to be 135.1 pounds, whereas the label read "net weight 150 pounds." Misbranding was further alleged because sacks were not plainly marked on outside as to contents. At the trial the jury rendered a verdict of not guilty.

The Rapier Sugar Feed Co., Owensboro, Ky., shipped into Indiana quantities of dairy feed which in each instance were misbranded. Analysis of samples showed the presence of 13.25, 12.6 and 12.9 per cent of protein, and 1.89, 2.66 and 2.29 per cent of ether extract. Misbranding was alleged because the articles were labeled to contain not less than 16.5 per cent protein and 3.5 per cent fat. On a plea of guilty the court imposed a fine of \$75.

The Louisiana Cotton Oil Co., Shreveport, La., shipped into the state of Kansas a quantity of cottonseed meal and cake which was alleged misbranded. Analysis of samples showed that it contained 44.17 per cent protein and 8.57 per cent ammonia. Misbranding was alleged for the reason that shipment was labeled "Protein 46.00 per cent, ammonia 8.95 per cent." Contents of packages were not plainly marked on the outside of each. At the trial the jury rendered a verdict of not guilty.

The Nashville Grain & Feed Co., Nashville, Tenn., shipped into North Carolina 800 bags of mixed feed which were seized at Marion, N. C. Adulteration was alleged because a substance containing 12.2 per cent of protein, 5.6 per cent of fat and 12 per cent of fiber had been mixed in the feed, which was labeled to contain 14.50 protein, 6.50 fat and 9.00 fiber. No claimant having appeared for the shipment, the court declared the product to be adulterated and ordered it destroyed by the U. S. marshal.

The Washington Cotton Oil Co., Dallas, Tex., shipped into Illinois a quantity of cottonseed meal which was misbranded and into Kansas a quantity of cottonseed cake and meal unlabeled in sacks. Misbranding on the first was alleged because examination of the sacks showed a net weight of 94.18 pounds, whereas it was labeled 100 pounds net weight, and misbranding of the second was alleged because the packages were not plainly marked on the outside. On a plea of guilty the court imposed a fine of \$75.

The Alexandria Cotton Oil Co., Inc., Alexandria, La., shipped into Kansas a quantity of cottonseed meal screenings which were alleged misbranded and adulterated. Analysis of the sample showed that it contained 40.55 per cent protein. Adulteration was alleged because it contained less than 43 per cent protein and that an article containing less than that amount of protein had been mixed with the original. Misbranding was alleged because the packages were not plainly marked on outside of each package. At the trial the jury rendered a verdict of guilty and the court imposed a fine of \$150 and costs.

Supply Trade

DETROIT, MICH.—The office of the Morse Chain Co. has been moved to 7601 Central Ave.

DECATUR, ILL.—Fire recently caused damage to the plant of the XXth Century Mfg. Co. to the extent of \$8,000.

MILWAUKEE, WIS.—Grain elevator operators who are interested in more efficient power transmission will find Bulletin No. 31, recently issued by the Falk Corp. of great value.

DALLAS, TEX.—A. F. Aschner, for the past seven years general manager of the Fulton Bag & Cotton Mills in this city, has been transferred to the New Orleans office and will act as sales manager.

DECATUR, ILL.—The grain elevator department of Miller, Holbrook, Warren & Co. has been completely reorganized and will, hereafter, be conducted under the name of Acme Architectural Engineers.

THE FEDERAL Trade Commission has been defeated by the Supreme Court of the United States in a decision given Jan. 8 holding that it was not unfair for the Curtis Publishing Co. to require its agents not to handle other publications.

CHICAGO, ILL.—J. F. Bassett, who has been with the Durable Wire Rope Co., here, for 20 years, will hereafter make his headquarters with the home office of the company in Boston and look after the needs of Eastern territory.

CHICAGO, ILL.—The Citizens Com'te to Enforce the Landis Award instead of indicating "That it would like to relinquish that duty on June 1, 1923," as reported by the bulletin of the Association of Building Trades Employers, has "assumed obligations to continue its activities until July 1, 1925," T. E. Donnelley, pres. of the Citizens Com'te, announced last week.

INDIANAPOLIS, IND.—For the 19th annual meeting of the Associated Employers of Indianapolis, Feb. 15, the leading speaker of the evening will be Hon. Wm. L. Huggins, presiding judge of the Kansas Court of Industrial Relations, and his subject, "The Old Government and the New Industry."

PITTSBURGH, PA.—At the annual banquet of the Engineers Society of Western Pennsylvania, Chas. Piez, pres. of the Link-Belt Co., delivered an able address on "Some Problems of the Day" urging engineers to take more interest in politics, a modification of our immigration law to admit those who come to work and not to agitate, and a resistance to further government encroachments on industry.



A Studded Elevator at Sedgwick, Kan.

PITTSBURGH, PA.—The American Steel & Wire Co., a subsidiary of the United States Steel Corporation, has advanced the price of wire \$2 to \$4 a ton, and its advance has been followed by the independents.

MINNEAPOLIS, MINN.—We have recently installed the following Carter Disc Separators: Northfield Flour Mills Co., Northfield, Minn.; Washburn Crosby Co., Buffalo, N. Y.; Joliet Flour Mills, Joliet, Mont.; Valier Spies Mlg. Co., St. Louis, Mo.; Northern Ill. Cereal Co., Lockport, Ill.; New London Mlg. Co., New London, Minn. 7 shipped to England.—Carter Mayhew Mfg. Co.

WICHITA, KAN.—I. D. Allison recently resigned his position with the Star Engineering Co. Commencing in 1907 and until the end of 1922 he has worked continuously for the Pelkey Const. Co., White Star Co. and Star Engineering Co. as each succeeded the other in grain elevator construction work. For the past 10 years he has been employed as traveling representative and engineer.

RATES on burlap bags from Dallas, Tex., to Oklahoma points were declared unreasonable and maximum reasonable rates prescribed by the Interstate Commerce Commission in No. 13410. The import rate on burlap bags from New Orleans, La., to Dallas, Tex., was found to be not unreasonable. The complaints were made by the Texas Chamber of Commerce v. Abilene & Southern Railway.

CHICAGO, ILL.—The Citizens Com'te to Enforce the Landis Award has answered the cry of Chicago contractors for "new blood in the building trades" by training and placing 79 apprentices in the last three months. The youths were selected carefully, then given two weeks' intensive training at the Citizens Com'te free trade school. At the conclusion of the training period, they were placed with contractors on pay, and are now returning to school one day a week for further training. Of the 79 apprentices, 43 were future plumbers, 18 bricklayers, 8 painters, and 14 sheet metal workers.

FOR THE prevention of grain rust and to eradicate the barberry bush, Harrison Fuller, director of the conference for prevention of grain rust, and G. I. Christie of the Purdue University, ask Gov. Warren T. McCray of Indiana, for an appropriation of \$2,500 to assist the campaign. The Federal Government will appropriate \$425,000 for the work in the event that 13 states match \$125,000 of that amount.

20,000 Bushel Kansas Elevator.

J. S. and J. L. Congdon have built the 20,000-bu. elevator illustrated herewith at Sedgwick, Kan. It is situated on the A. T. & S. F. Ry. and was constructed by the Star Eng. Co.

Sedgwick is in the heart of agricultural Kansas, and is located at the extreme southern edge of Harvey county and adjoining Sedgwick county. The grain produced in these two counties in 1920 amounted to 7,739,656 bus. With such a large production to be marketed, the elevator should encounter no difficulty in operating to capacity during the busy season.

The house is of studded construction and iron clad. It is 26x38 feet on the ground and 54 feet in height. The cupola is 18 feet in height and roofed with fireproof roofing. Nine bins are provided—four main bins, 8x12 feet, two bins over workroom, 8x10 feet, and three bins over the driveway.

The equipment, which is of most modern type, consists of a 1,000-bu. per hour Eureka Wheat Cleaner situated on the workroom floor, an elevator leg with 9x6 V buckets having a capacity of 2,500 bus. per hour, a Richardson Automatic Scale of 2,000 bus. per hour capacity, a White Star Special Distributor with all steel spouting, and a combination air truck dump. Power is furnished for all machinery by two G-E electric motors, one 10-h.p. and one 7½-h.p.

Patents Granted

1,443,524. Grain Separator. Clarence W. Carter and John J. Varusky, Minneapolis, Minn., assignor to Carter-Mayhew Mfg. Co., Minneapolis, Minn. The separator has in combination with a container for material to be separated, a rotary spiral separating surface formed by pockets arranged to move thru the stock in the container.

1,443,500. Grain Bin. Darius T. Phillips, Chicago, Ill. The bin comprises a plurality of substantially cylindrical shaped sections placed end to end in overlapped relation to form a container, hoops pass around the container and overlay the overlapped portions of the section, and brace rods pass thru the hoops and overlapped portions at diametrically opposite sides of the container.

1,438,751. Conduit for Thermotemperature Circuits of Grain Tanks. Leonard H. Des Isles, Chicago, Ill. The vertical electric wire conduit for grain tanks and the like is formed of a plurality of pipe sections, means uniting the sections and positively securing the same against independent rotation and means at the upper end of the conduit to suspend the same and hold it against bodily rotations.

1,441,296. Grain Cleaner. Robert H. Owen, Butte, Mont., assignor of one-third to E. F. Maginn and one-third to M. H. Gleason, both of Butte. The grain separator comprises a receptacle having a discharge opening and means whereby the grain may be delivered to the receptacle under air pressure, and means whereby the air pressure for delivering the grain may be utilized for subjecting the grain to a cleaning process.

1,441,763. Fastening Means for Grain Doors. Thor Rustad, Erskine, Minn. The grain door has means loosely mounted at one end and adapted to be inclined at an angle to the door with the other end abutting a door post, and means loosely connected with the door and engaging with the first mentioned means for wedging the respective ends of the first means against the door post and its connection with the door to lock the door in position.

1,440,764. Car Seal. Bruce Borland, Chicago, Ill. The seal comprises a strip of suitable material having a longitudinal pocket at one end, with an inwardly projecting tongue and having a latch portion at the opposite end which is narrower than the strip and is provided with side flanges and has a shoulder at its inner end which is adapted to be inserted in the pocket and having a projection for engagement with the tongue.

1,441,608. Bin Gate. Ralph W. Stewart, Los Angeles, Calif. The bin gate has a combination of a wall having an opening therein, a structure for controlling the opening, the structure comprising a closure member provided with rigid arms mounted on two shafts in such a manner that it can rotate about one shaft a distance limited by the construction of the arms and about the other shaft a distance limited by the structure to which the device is attached.

1,442,294. Concrete Form. Walter C. Polk, Indianapolis, Ind. The form has a combination of a mast, a frame vertically movable on the mast, and is provided with a plurality of radiating arms, a form carrying plate carried by each of the arms, a circumferential series of overlapping external form plates adjustably attachable to the form carrying plates, a circumferential series of overlapping internal form plates and means for adjustably connecting the internal form plates with the form carrying plates.

1,442,275. Seed Scarifier. Arthur Johnson, Blackfoot, Idaho. The seed scarifier comprises, in combination, a casing having a channel providing a curved path, a cover for the outer surface of the channel hinged adjacent one end, a sheet of abradant material lining the inside of the cover, means to hold the cover closed and to clamp the abradant material, a fan to deliver a blast of air to the channel, a seed hopper closely adjacent the fan to deliver the seed in a sheet-like stream into the blast, a chest at the discharge of the channel, means in the chest to separate the air and seed.

1,440,726. Grain-Cleaning Machine. William M. Farguson, Brandon, Man., Can. The grain cleaning machine has upper and lower screen shoes, means supporting the shoes for lateral movement in a horizontal plane, connecting bars extending between the sides of the shoes, a cross bar extending between the connecting bars, a lever mounted intermediate of its ends on a vertical pivot and connected at one end to the cross bar and a vertical shaft provided with a crank connected to the remaining end of the lever.

1,441,512. Grain Door. Jacob J. Libby, Fostoria, O. A car is provided with an opening having two parallel sides, a closure for the opening embodying two sections, and an adjustable connecting means hinging the sections together to approximate the width of the opening between the parallel sides thereof, when the sections are in parallel relations, there being a lock for the connecting means which in the adjustment of the sections is shiftable as to only one of the closure sections.

1,443,276. Grinding Mill. Sherman C. Roberts, Denver, Colo. In a grinding device for grain is a cylinder comprising a series of longitudinally spaced bars with teeth, the teeth being spaced and arranged on successive bars approximately spiral in the direction of one end of the cylinder for a portion of its circumference and extending in the opposite direction for other portions of its circumference, and a concave screen is in close relation to the teeth, the latter being adapted to carry the treated grain around the concave while alternately moving it to and from its ends.

1,441,137. Self-Adjusting Elevator Boot Control. Chas. M. Wall, Curwensville, Pa. The elevator boot has a combination of a frame mounted in the boot, guides secured to the frame and equi-distantly mounted on the frame, a frame comprising side and end bars as well as cross brace members. The side bars are adapted to travel in the guides with respect to the first frame, a shaft depends from the lower end of the side bars with a pulley mounted on the shaft, a conveyor belt adapted to travel over the pulley, and buckets secured to the belt whereby the contents of the boot may be elevated and the slack of the belt due to strain and wear may be automatically compensated for.

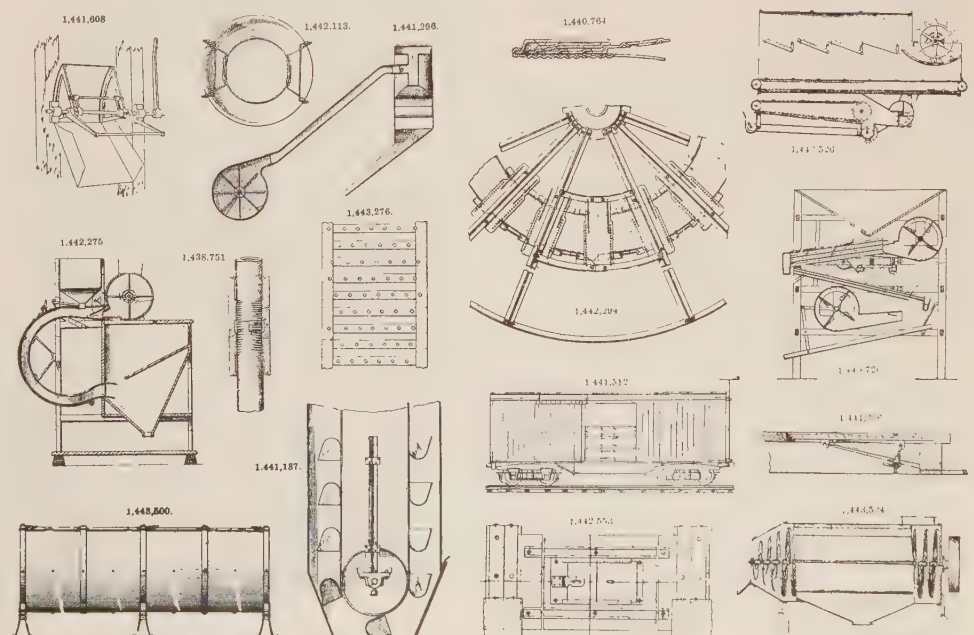
1,442,526. Grain Separator. Rolla D. Hungerford, Faxon, Okla., assignor of one-half to F. O. Peters, Faxon, Okla. The grain cleaning machine has grain and straw separating means, comprising a frame, a grain board at one end of the frame, a second grain board horizontally parallel with the first board and having imperforated and perforated sections, the latter section being spaced below the first grain board, a horizontal conveyor extending substantially the full length of the frame and having its upper and lower laps traveling over and in engagement with the upper surfaces of both grain boards, a pneumatic blower below the imperforated section and discharging its blast in a

direction toward the perforated section of the second grain board, the perforations of the second grain board being inclined downwardly and toward the blast from the blower, whereby the blast may blow the chaff from the seed to prevent the chaff from passing thru the perforations.

1,442,113. Bag Holder. Chas. Andrews, Jr., Rockford, Ill., assignor to Andrews Wire & Iron Works, Rockford, Ill. The bag holder comprises a holder for the mouth of a bag, members for supporting the holder centrally above an open top receptacle, each member formed of a single length of wire shaped to provide socket portions adapted to seat on the rim of the receptacle at circumferentially spaced points thereon, a cross portion connecting and holding the socket portions in spaced relation and an upright leg extending from each socket portion to the holder and terminating in a stop portion and a pivot end, and means pivotally connecting the ends to the holder, the stop portions being adapted to bear against the holder when the lower ends of the leg members are swung outwardly and the leg members adapted to swing inwardly into close relation to the holder.

1,442,553. Grain Door for Freight Cars. Allen L. Wood, Beardstown, Ill. The grain door section for freight cars comprises a board-like member having a relatively small centrally disposed opening to act as a grain release section, a metallic plate having an opening fixed to the outer face of the grain release door section, an integral flange directed rearwardly from the plate and receivable in the opening of the door section for protecting the walls of the opening and adding rigidity to the door section, an upper and lower angular guide member extending from the outer face of the plate, a horizontally disposed grain release door slidably supported by means of the guide member, and a pair of horizontally disposed channeled members positioned above the grain release door plate and the other channeled member being positioned below said plate for reinforcing the door to prevent warping thereof, the aforesaid first mentioned channeled guide members and facing members being provided with an opening for each door section for receiving a lock pin adapted to pass thru an opening at the ends of each door section to prevent upward displacement of the door section until the lock pins have been withdrawn from the openings.

"SOUTH DAKOTA is being banked to death" said M. R. Benedict, assistant commissioner of agriculture of South Dakota at a conference of farm officials of 6 states held at Sioux City, Ia., recently. "There is an average of one of these institutions to every 750 persons, while the average for the United States is about one to 3,000. The people of South Dakota are paying an excessive overhead to care for this." Yet he declares the private agencies are inadequate and favors state and federal legislation to finance the farmer.



Seeds

ATLANTA, GA.—The Cottongin Seed Co. suffered a \$12,000 loss by fire recently.

BLAIRSTOWN, IA.—The Blairstown Grain Co. recently installed a seed cleaning and sacking device.

DELTA, UTAH.—The J. G. Peppard Seed Co. gave a banquet to fifty seed growers of the Pahvant Valley.

THE AMERICAN Seed Trade Ass'n will hold its annual convention at Atlantic City, N. J., June 27, 28 and 29.

KNOXVILLE, TENN.—The annual convention of the Southern Seedsmen's Ass'n will be held at this place some time in June.

ALEDO, ILL.—The Newcomer Bros. Seed House has opened for the spring business. C. V. Allen and P. Olson are interested in the company.

WACO, TEX.—The Templeton Seed Co. has been organized by O. N. Templeton. The company will deal in field and garden seeds, poultry supplies, garden tools, birds and supplies.

BRAWLEY, CAL.—The Cuff-Archias Seed Co. has completed a modern warehouse equipped with floor scales, fanning mill and other up-to-date equipment. The company also remodeled its retail store.

A PURE Seed Bill has been presented to the Kansas Legislature. Mr. Rude of Shawnee, Kan., is the author of the measure which provides for pure grain and grass seeds, as well as all other seeds.

PRODUCTION of alfalfa in Michigan has increased 470 per cent within the past three years, reports J. F. Cox of the Michigan Agricultural college. Acreage in 1922 was 348,000 compared with 74,000 in 1919.

MILWAUKEE, WIS.—The alsike market is dull. Alfalfa is a little weaker and red clover is nominal. Prices range from 19 to 21 cents on red clover, but we look for much higher prices.—Cream City Seed Co.

AN EXHIBIT of clover seed was among other attractions at the Iowa State Corn and Grain Show at Ames, Ia., Jan. 29. A silver loving cup offered by Geo. Koch, Brighton, for the best clover seed, brot many fine samples.

MADISON, WIS.—Clover seed was harvested from 127,000 acres in this state in 1922, compared with 98,000 in 1921. The total production amounted to 229,000 bus., compared with 167,000 bus. in 1921.—Co-operative Crop Reporting Service.

BUFFALO, N. Y.—Altho business is quiet just now, the outlook is excellent for the year ahead, according to the Whitney-Eckstein Seed Company. The Queen City Seed & Nursery Company reports that early inquiries lead them to believe this will be an excellent year for the seed business, especially the western business.—B.

BOZEMAN, MONT.—The following officers were elected at the tenth annual convention of the Montana Seed Growers Ass'n: F. C. Summer, Clyde Park, pres.; James Griffin, Chinook, vice-pres.; A. J. Ogaard, Bozeman, sec'y-treas.

DENVER, COLO.—The Colorado Milling & Elevator Co. has registered the letters "P A X" as trade mark No. 166,288, descriptive of grass seeds, field seeds and garden seeds. The company is also located at Eaton, Colo., as the Eaton Flour Mills, and as the Pacific Seed House at Salt Lake City, Utah.

DECORAH, IA.—The Adams Seed Co. which went into bankruptcy several months ago is having its affairs straightened up at Dubuque where its offices are now situated. J. T. Tait, referee in bankruptcy, has complete charge and states that the company is in fair shape and indications point to a financial recovery.—J.

SEDGWICK, KAN.—We are placing our seed cleaning machinery in the mill building and adding some new cleaning equipment. We are badly in need of more storage space as have all available warerooms rented and filled with field seeds. Sudan, sweet clover and alfalfa are moving nicely.—J. S. Congdon.

AUSTIN, TEX.—The Court of Civil Appeals of Texas has decided against the Austin Mill & Grain Co. in a suit brot by B. F. Lambert to recover \$700 damages on account of the inferior crop grown from seed furnished. The defense was that the company did not contract to furnish Mediterranean seed wheat.

MINNEAPOLIS, MINN.—By reason of swift and sensational advances last week, the flaxseed markets came in for considerable attention. Minneapolis May delivery gained 12 cents, while Winnipeg was up 16½ cents, and Buenos Aires advanced 6 cents. Minneapolis received last week 20 cars of seed from Argentine. Despite the duty and freight, it was comparatively cheap. Considerable Canadian seed also was here.—Quinn-Shepherdson Co.

CHICAGO, ILL.—Clovers constitute a highly important branch of our field seed business. The recently enacted tariff has brought about an important change in the position of the trade, tending to divert practically all of the demand to the West, whereas, for some years past, a large part of the Eastern requirements have been supplied with imported seed. Aside from the stiff duty, which would in itself operate against imports, Europe lacks this year the supplies which normally would be sold to this country.—The Albert Dickinson Co.

DECORAH, IA.—The Supreme Court of Iowa has decided against one Wagner in his suit against the Standard Seed Tester Co. and Walter C. Adams to recover his subscription to the stock of the company. On July 8, 1915, he paid \$1,000 for 10 shares of preferred stock and was given also 10 shares of common stock. In his suit he alleged misrepresentation; but as he failed to start the suit until after five years had elapsed his claim was barred under the Iowa law, and the Supreme Court ordered Wagner to pay the costs.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during January, compared with January, 1922, were as follows:

FLAXSEED.				
	Receipts		Shipments	
	1923	1922	1923	1922
Chicago, bus. . .	80,000	106,000	22,000	1,000
Duluth, bus. . .	170,057	107,335	366,376	143,598
Milwaukee, bus. .	47,190	170,116	67,598	9,115
Min'apolis, bus. .	447,200	297,800	126,800	158,280
New York, bus. .	429,000	491,087	.....	.....
Winnipeg, bus. .	275,625	.....	.....	.....
TIMOTHY.				
	Receipts		Shipments	
	1923	1922	1923	1922
Chicago, lbs. . .	570,000	2,404,000	2,106,000	2,551,000
New York, bags .	.....	.....	1,000	.....
Toledo, bags. . .	1,042	1,739	2,145	2,089
CLOVER.				
	Receipts		Shipments	
	1923	1922	1923	1922
Chicago, lbs. . .	1,044,000	1,628,000	1,430,000	1,728,000
New York, bags .	3,185	742	9,758	2,714
Toledo, bags. . .	5,900	4,015	4,814	5,477
KAFIGR AND MILO.				
	Receipts		Shipments	
	1923	1922	1923	1922
Wichita, bus. . .	26,400	3,600	2,000	2,400
K's's City, bus. .	420,200	470,800	170,000	349,000
St. Joseph, bus. .	18,000	3,000	15,000	.....

MINNEAPOLIS, MINN.—Our Buenos Aires correspondent writes under date of Jan. 1: "Linseed in the first two months will be freely offered, but as we are going into the New Year without any reserves of old seed, it would not surprise us if, with bad markets, 12 to 16 million bus. of this year's crop should remain in this country to be exported in 1924 or even 1925." We might say that the Argentines are in excellent financial condition and if they were not satisfied with the price, could well afford to carry a large part of the crop until it was to their advantage to sell. Since our correspondent's letter was written, however, the market has advanced steadily, the more distant futures being especially strong, and if the market remains at this level or goes higher we doubt if there will be much of a speculative carry over.—Archer-Daniels Linseed Co.

SHELBYVILLE, IND.—The supply of high grade domestic clover in this section will be practically all used for our own requirements. While there is still some Mammoth in the growers' hands there is very little medium red. I feel that alsike will come into its own a little later in the season. Alsike clover sows more acres per bushel and stands the wet and dry weather better than red clover and the price this year is cutting quite a figure with most farmers. Soy beans will take the place of clover in many sections for hay and at the same time will give the farmers a legume which will be of great benefit. I believe there will be a shortage of soy beans before the season is over, notwithstanding the fact that more have been saved for seed than ever before. The demand for grass seed will become more pronounced as spring advances.—W. W. Means.

HERE is a situation which threatens to crush the market just as it was crushed last May. The break may not be so severe because the price is lower now than then, but the break threatens to be severe enough to cause hardship to the investor who is sanguine enough of an early settlement of Europe's difficulties to buy wheat at present levels. Before wheat can be bought with any degree of assurance, our market must decline to a world's parity, and there must be more positive evidence than exists at present of the ultimate absorption of the world's surplus.—Hulburt, Warren & Chandler.

Agricultural Wealth.

The advance in the price of farm products means increased purchasing power for a group of producers who contribute largely to the total buying. An important gain was looked for, as the index figure for farm products rose some 9 per cent between August and November last, a period in which the index for all commodities gained scarcely 1 per cent. It is not surprising therefore that the official figures covering farm production during 1922 should show splendid increase, the government figures as of December 1 last disclosing crop prices 24 per cent higher than the year before and the actual value of the 1922 crops 34 per cent greater than those of 1921. This fortunate result was largely accounted for by the fact that the farm value of cotton at which the 1922 crop was computed was 23.8 cents a pound, as against a price of only 16.2 cents for the crop of 1921 and 13.9 cents for the crop of 1920. The official figures show that mass of crop production in 1922 exceeded that of 1921 by 8 per cent.

The farm price of corn for the 1922 crop was 55 per cent higher for the year. Other gains were cotton 47 per cent; oats 35 per cent; barley 26 per cent; beans 40 per cent; flaxseed 46 per cent; tobacco 16 per cent; wheat 9 per cent; rice 5 per cent. Among the crops showing declines in 1922 (as compared with the previous year) were potatoes 47 per cent; sweet potatoes 12 per cent; cabbage 47 per cent; apples 41 per cent; hops 65 per cent.—The National City Bank Letter.

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Rosen, a Wonderful Rye.

Michigan has taken enormous strides in the production of rye during the period of 1910 to 1920. The state produced 9,849,000 bus. in 1920 and was leader of all states. North Dakota was second with 9,740,000 bus.

In 1921 Michigan produced 8,346,000 bus. and was exceeded only by Minnesota, 10,185,000 bus., and North Dakota, 9,306,000 bus. Back in 1910, the whole state of Michigan produced but 5,355,000 bus.

The reason for this large increase can be traced directly to the introduction in 1909 of a new variety of rye from Russia by J. A. Rosen, an agricultural student, reports F. A. Spragg in Bulletin 105 of the Michigan Agricultural Station.

The varieties commonly grown in Michigan ten years ago were producing small kernels, on a poorly fertilized head, usually grown on a tall slender straw. Rosen's rye was experimented with and was found to have large kernels on a well filled head, and the superiority was so great that it was only necessary to verify it before distribution of the seeds could be done.

One bushel was distributed in 1912 to a Jackson County farmer, a member of the Michigan Crop Improvement Ass'n, and he planted it away from other rye on an acre of ground. The yield in 1913 was 35 bus. from this acre. Soon all farmers in that and other counties began raising the rye as a winter crop and discontinued wheat.

Rye is naturally a wind pollinated plant. The head contains four rows of flowers in groups of twos on alternate sides of the flat end of the stem called the rachis. Each of these flowers contains a one-seeded ovary and three very large anthers. The anthers open at the end and shatter the pollen out into the air. This is done without allowing any of the pollen to fall back into the flower. Thus it happens that the flowers are normally cross pollinated. It is the pollen that is blown over from another plant that enters the flower and fertilizes the ovule.

The engraving herewith shows the common rye, Rosen rye, and common rye that is crossed with Rosen. When Rosen was first used it produced nearly twice as much rye to the acre as the common variety, but as the Rosen rye was planted alongside common varieties, the two became crossed and now rye is produced that ranges from nearly pure Rosen to nearly pure common. Gradually the poorest producing seed has been eliminated, and now it is

likely that about 85 per cent of the rye grown in Michigan is Rosen.

In 1917 the Michigan Crop Improvement Ass'n began field and grain inspection work, and during the first year registered but 5 per cent of the Rosen rye acreage as pure. The other 95 per cent was classed as commercial Rosen. This was due to ordinary threshing practices and the growing of common rye in adjoining fields. The registered seed was sold to farmers and approximately 250,000 acres of pure Rosen rye were sown in 1917. In 1918, the ass'n inspected 1,000 acres and pronounced them pure Rosen rye for seeding purposes. These acres produced 22,349 bus., a very good yield considering that it grew on sandy ground and 15 bus. per acre was considered an excellent yield of common rye.

Before Rosen was introduced, farmers used rye as a crop to sow on lands not suited to wheat, but now, especially in Michigan, farmers report that rye is an established crop and in many places has crowded out wheat, as it is more profitable. Profitable rye crops come only from the use of fertilizers such as manure, acid phosphate; a thoroughly prepared seed bed; September or early October planting; and the planting of pedigreed or high grade Rosen seed. The amount farmers recommend as the rate of seeding is three pecks to the acre of well cleaned seed. Experiments showed that a plot of ground would yield 46 bus. per acre if planted Sept. 25, 45 bus. if planted Sept. 30, 39 bus. if planted Oct. 15, 20 bus. if planted Oct. 25, 10 bus. if planted Nov. 5, 4 bus. if planted Nov. 20, so the best time to plant it is between Sept. 20 and Oct. 10.

The entire acreage of rye on South Manitou Island in Michigan is planted to certified Rosen rye. The island is isolated so it is an easy matter to select and plant certified seed and grow a crop free from any crosses with common varieties. From this source can be obtained exceptionally pure, high yielding seed.

After being graduated from the Michigan Agricultural College in 1908 Mr. Rosen returned to his home in Russia, and sent the sample of rye to the College, but as he did not give the Russian name the Experimental Station named it after him, Rosen rye.

INDIA has seeded to wheat for the 1923 crop, 29,511,000 acres, reports the International Institute of Agriculture at Rome. This is 1,277,000 acres greater than 1922 and nearly 500,000 acres greater than the pre-war (1909-13) average.



Side and Edge Views of Common, Rosen and Hybrid Rye.

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Supreme Court Decisions

Notice of Delay Claim Must be Given.—A claim of damages caused by delay in the transportation of the goods is not a claim for injury to a shipment damaged in transit, within the provision of the B/L exempting such claim from the requirement for written notice.—*Lissberger v. Bush Terminal R. Co.* Supreme Court of New York. 197 N. Y. Supp. 281.

Insurance on Crop.—In an action on a fire insurance policy for the loss of certain stacks of unthreshed grain, evidence of yield of like crops during the same season, in neighboring fields of like quality and character, under similar conditions and circumstances, is admissible upon the question of the amount of loss sustained.—*Rohlk v. Farmers Ins. Co.* Supreme Court of North Dakota. 191 N. W. 347.

Liability of Telegraph Co.—An order of the Interstate Commerce Commission regarding limits of liability for negligence in transmission and delivery of interstate messages held not to undertake to fix a minimum of absolute liability, but only a minimum below which telegraph companies could not limit their maximum liability.—*Western Union Tel. Co. v. Anderson.* Court of Civil Appeals of Texas. 245 S. W. 731.

Suspension of Limitation During Federal Control.—Transportation Act. Feb. 28, 1920, § 206, subsec. F, suspending the running of limitation periods during federal control of railroads, is not limited in its application to statutory periods of limitation only, but includes as well contractual limitations, in view of the requirements for a uniform bill of lading and federal approval of the limitation periods therein established.—*Geo. P. Taylor Co. v. Cincinnati, N. O. & T. P. Ry. Co.* Court of Appeals of Kentucky. 245 S. W. 895.

Furnishing Cars for Live Stock.—A railroad company which undertakes by contract to furnish a car at a specified time is bound to perform that contract, and for a breach of it the shipper can recover all damages which naturally and proximately result. A provision stamped on the B/L that it contains the entire bargain between the shipper and the company does not invalidate a prior contract between the shipper and the company for furnishing of a car at a specified time.—*Southern Ry. Co. v. Shipley.* Supreme Court of Tennessee. 245 S. W. 524.

Fixing Date of Market Price.—Where a seller of corn, under a contract for payment at the market price on a date to be fixed by her, attempted to fix a date prior to that on which notice to such effect was given the buyer, she could not recover on the contract, such attempt being without legal effect. She could recover the reasonable value of the corn, tho a second paragraph of her complaint sought recovery on the contract which no longer subsisted.—*Spencer v. Treanor.* Appellate Court of Indiana. 137 N. E. 566.

Telegraf Liability Limited Without Notice.—Under the Interstate Commerce Act, as amended in 1910, giving the Interstate Commerce Commission jurisdiction over interstate telegraf companies, rules on the message forms, filed together with the schedule of rates with the commission, limiting the liability for mistakes or delays in the transmission or delivery of unrepeatable telegrams, have the force and effect of law, whether known to the parties or not, and though otherwise not incorporated in the contract for telegraphic services.—*W. U. Tel. Co. v. H. & L. M. Warten Cotton Co.* Supreme Court of Alabama. 94 South 493.

Buyer Can Cancel if First Deliveries are not in Compliance with Contract.—Where plaintiff sold flour and feed to defendant under contract for delivery in installments, and guaranteed the satisfaction of the flour, the buyer was entitled to rescind the contract as to future deliveries, and to decline to take any more of the goods, where the goods already delivered were not satisfactory or in substantial compliance with the contract, notwithstanding that the subsequent installments might on inspection have been found equal in quality to the terms of the contract.—*Lyons Milling Co. v. Farmers Supply Co.* Springfield Court of Appeals, Missouri. 245 S. W. 572.

Time in Which to Give Notice of Claim.—The provision of a B/L requiring notice of claim to be given to the carrier within 183 days after it has accrued requires such notice to be given by the holder of the B/L within the time specified after the delivery of the goods to another, and does not entitle the holder to that period of time after it obtains knowledge of the wrongful delivery.—*Davis, Agent, v. First National Bank of Longview.* Court of Civil Appeals of Texas. 245 S. W. 1009.

Shipper Relieved from Liability for Demurrage.—The duty of an interstate shipper to load cars within the free time given by the tariffs, and the obligation to pay demurrage for their detention, are, in considering the effect of an act of God, to be classified with those imposed by law, and where a storm which destroyed a bridge on a logging road and prevented the return of cars taken over it for loading within the free time was of such extraordinary character that it should be called an act of God, it relieved the shipper from liability for demurrage.—*Southern Ry. Co. v. White.* U. S. Circuit Court of Appeals. 284 Fed. 560.

Limitation of Liability under Lower Rate.—Signing Receipt.—Under the Cummins Amendment (Comp. St. §§ 8592, 8604a), permitting the carrier to limit its liability to a stated value, unless a greater value is declared in writing by the shipper or agreed on in writing as the released value of the property, it is not essential that an express receipt limiting the liability to the basic valuation in consideration of the reduced rate be signed by the shipper to be binding on him, though such signature would be additional evidence of his agreement, but his acceptance of the receipt, the contents of which he is presumed to know, is an assent to its terms, so as to make it the written agreement of the parties. A shipper, who takes advantage of the lower rate offered by a carrier for a shipment of limited valuation, is estopped, after the loss or damage of the goods, to assert that they were of greater value.—*American Ry. Exp. Co. v. Lindenburg.* Supreme Court of the United States. 43 Sup. Ct. Rep. 206.

Federal Trade Commission Deprived of Arbitrary Bureaucratic Power.—The ultimate determination of what constitutes unfair competition in interstate commerce, and whether the leases, sales, agreements, or understandings substantially lessen competition or tend to create monopoly, is for the court, and not for the Trade Commission. Under the Federal Trade Commission Act (Comp. St. §§ 8836a-8836k), making the findings of fact supported by evidence conclusive, but granting jurisdiction to the Circuit Court of Appeals to make and enter, on the pleadings, testimony, and proceedings, a decree affirming, modifying, or setting aside an order of the commission, the court can examine the whole record, and ascertain whether there are material facts not reported by the commission, and if there is substantial evidence relating to such facts, from which different conclusion reasonably might be drawn, the matter should be remanded to the commission to make additional findings; but if, from all the circumstances, it clearly appears that in the interest of justice the controversy should be decided without further delay, the court has full power to do so.—*Federal Trade Commission v. Curtis Publishing Co.*

Supreme Court of the United States. 43 Sup. Ct. Rep. 210.

Limitation of Telegraph Co.'s Liability.—Under Interstate Commerce Act, as amended by Act June 18, 1910 (U. S. Comp. St. § 8563 et seq.), bringing telegraf companies within the operation of the act, the sender of an unrepeatable interstate message is bound as a matter of law, without actual assent, by a provision in the company's lawfully established tariff limiting its liability for a mistake in transmission to the amount of the usual charge for sending the message, unless the mistake is the result of willful misconduct or gross negligence, as any deviation from such provision would violate the statutory requirement of equality and uniformity of rates.—*Postal Tel. Cable Co. v. Howe.* Supreme Court of Nevada. 211 Pac. 358.

Failure to Furnish Empty Cars for Grain Loading.

Before the Railroad and Warehouse Commission of the State of Minnesota.

Charles Evers, Complainant, vs. Chicago, Milwaukee & St. Paul Railway Co., Respondent.

The above entitled proceeding duly came on for hearing at Jackson, Minn., Jan. 3, 1923. B. E. Grotum, Esq., appeared as attorney for complainant and A. C. Erdall, Esq., as attorney for the respondent. Witnesses were duly sworn, testimony taken and exhibits introduced.

The complainant is the owner of a grain elevator, operated by him under the name of the Alpha Grain Co., situated on the right of way of the respondent company at Alpha, Minn., and he alleges discrimination in the distribution of grain cars by the respondent and demands that distribution be made in accordance with Section 4364, General Statutes of Minnesota for 1913.

There are three elevators served by the respondent company at Alpha, to-wit: The Farmers Co-operative Society, with a capacity of 70,000 bus., Alpha Grain Co., with a capacity of 20,000 bus. and the Rippe Grain & Milling Co., with a capacity of 20,000 bus.

There has been a shortage of grain cars existing upon the lines of the respondent and also throughout Minnesota and the Northwest since August, 1922.

Since Sept. 16th, 1922, the elevator companies have been filing with the station agent of the respondent at Alpha at the close of each week, statements of the total quantity of grain on hand tendered for shipment, upon which basis the ratio of distribution of grain cars has been made for the following week to the three elevators. This, in accordance with a rule of the respondent company, reading as follows:

"Each shipper of grain will advise the carrier's agent each Saturday of the total quantity of grain on hand tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total quantity reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading."

Since Sept. 23, 1922, the Farmers' Co-operative Society has certified each week under this rule its full capacity or more, with the exception of the weeks of Nov. 25th and Dec. 2nd, when it certified 60,675 bus. and 57,945 bus. respectively. Since Oct. 21st the Alpha Grain Co. has certified each week its full capacity or greater, with the exception of Dec. 2nd, when it certified 19,000 bus. Since Oct. 14th the Rippe Grain & Milling Co. has certified 15,000 bus. or more, but never in excess of 18,500 bus., except on Dec. 30th, when it certified 21,000 bus. The testimony discloses that both the Farmers' Co-operative Society and the Alpha Grain Co. have a small additional storage capacity in the nature of corn cribs. But even considering such additional storage capacity their reports disclose that each has certified a vastly greater quantity of grain for shipment than they could possibly have had on hand, considering their storage capacity.

On the basis of their capacity the Farmers' Co-operative Society would be entitled to 63.6% of the cars, the Alpha Grain Co. to 18.2% and the Rippe Grain & Milling Co. to 18.2%. During the period in question the three firms in the

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References: Any bank, mercantile agency, commission firm or the editor of this publication.

order named received, respectively, 62.5%, 22.5% and 15%. Weekly reports to the Commission since the hearing show that these percentages are being very closely maintained, although the reports still continue to show that the elevators are reporting greatly in excess of their capacity.

This brings us to consideration of the question as to whether or not the complainant has been discriminated against under the laws of this state. Section 4364, General Statutes of Minnesota, reads as follows:

"Whenever any railroad company shall be unable to furnish enough cars at any station or side tracks to supply all persons demanding them for the shipment of freight, such cars as the company can furnish shall be divided among the applicants equally until each shipper has received at least one car, after which the balance shall be divided ratably in proportion to the amount of daily receipts of grain or other freight to each shipper, or to the total amount of grain offered at such station or side track."

The practical application of this statute requires that in times of car shortage each shipper shall receive at least one car, after which the balance shall be divided ratably in proportion to the total amount of grain offered at such station for shipment. The carrier has each week received reports from the shippers, in accordance with the rule first above quoted, of the total quantity of grain on hand tendered for rail shipment. These figures should be the amount of grain actually on hand at the station offered for shipment. If the shipper has purposely inflated his figures he is in no position to complain. However, such inflation, if actually within the knowledge of the carrier, would not excuse the carrier in making a discriminatory distribution.

While we are acting upon the testimony in this case as to the capacity of the elevators and the grain offered by the shipper, the records of the Commission show the capacity of the elevators to be 60,000 bus. for the Farmers' Co-operative Society, 20,000 bus. for the Alpha Grain Co. and 15,000 bus. for the Rippe Grain & Milling Co., according to the data furnished by the companies themselves.

Section 4364 must be construed in connection with Chapter 307, Laws of Minnesota for 1921, the second section of which provides as follows:

"During any period when the supply of cars available for such service does not meet the requirements of the shippers, it shall be the duty of the carrier to maintain and apply just and reasonable ratings of such shippers to the extent that cars are available, and to count each and every car furnished to or used by such shippers against such shippers."

This latter statute specifically provides that during times of car shortage each shipper must be charged with each car furnished. The requirements of the state law are then fulfilled when in time of car shortage the carrier distributes one car to each of the shippers and thereafter apportion the same ratably as the amount of grain each shipper offers bears to the total amount of grain offered at such station.

As the application of the law to the facts in this case discloses no discrimination, the question of the paramount authority of the Interstate Commerce Commission in the premises needs not be considered. It is therefore

ORDERED that the respondent herein deliver grain cars to complainant during the period of the present car shortage in accordance with the laws of the State of Minnesota as herein directed to be applied.—BY THE COMMISSION, Thos. Yapp, Sec.

GERMANY purchased 2,400,000 bus. of rye on Feb. 8 for immediate delivery from Russia.

ALL deliveries of corn sold at new high prices for the season. Country offerings were the largest on the crop. We are sure to have a big movement of corn the latter part of this month and the first part of March. The question is, will the demand for corn be sufficient to take care of the surplus before the speculators grow tired of their enormous holdings?—Sawyers Grain Co.

Reassessment of Tax on Co-operative Companies.

Many farmers elevator companies have been disagreeably surprised by a demand of the Treasury Department for more taxes based on their 1917 tax returns. The farmers supposed this matter was closed long since, and some of the companies are not in a position financially to meet the new demand.

The differences arose thru different methods of taking inventory; and an erroneous supposition that co-operative companies are exempt from income tax. Grain values changed greatly in 1917. Grain companies in common with other taxpayers assumed they had the right to calculate inventories either on the cost price or the market price of the commodities held at the end of the year, but apparently the government does not concede this privilege. It is insisting on using market prices on the date the inventories were taken, as the basis for reckoning income. This method of calculation means forcing payment of taxes on paper profits that were later wiped out, it is contended. The plea is being made by attorneys now in Washington to represent the farmers co-operative companies that tax liabilities should be estimated on real rather than fictitious earnings, the facts being arrived at by setting off the losses of the deflation period against the gains of the preceding boom.

The patronage dividends are another source of differences. The companies argue that these are not dividends but are rebates on commissions. The earnings in excess of reserve and dividend requirements are alleged by the attorneys of the companies to be a trust fund for their customers and as such should not be taxed.

The Treasury Department has informed the U. S. Dept. of Agriculture, on inquiry, that the taxation of these companies is covered by the following Art. 522 of Regulations 62:

Co-operative ass'ns acting as sales agents for farmers, fruit growers, dairymen, etc., and turning back to them the proceeds of the sales, less the necessary selling expenses, on the basis of the produce furnished by them, are exempt from income tax. Thus co-operative dairy companies which are engaged in collecting milk and disposing of it or the products thereof and distributing the proceeds, less necessary operating expenses, among their members upon the basis of the quantity of milk or butter fat in the milk furnished by such members, are exempt from the tax.

If the proceeds of the business are distributed in any other way than on such a proportionate basis, or if the association deducts more than necessary selling expenses, it does not meet the requirements of the statute and is not exempt. The maintenance of a reasonable reserve for depreciation or possible losses or a reserve required by State statute will not necessarily destroy the exemption.

A corporation organized to act as a sales agent for farmers and having a capital stock on which it pays a fixed dividend amounting to the legal rate of interest, all of the capital stock being owned by such farmers, will not for that reason be denied exemption.

Original levies were made after only a cursory analysis of tax returns, and payments did not necessarily constitute a full settlement of the tax liability. On the contrary, the government expressly reserved the right to make additional levies if the circumstances warranted. Many taxpayers assumed, after months had passed without any question being raised, that their return was final. They did not make sufficient allowance for the congestion of work in the revenue department.

Tax experts say an enormous proportion of the returns filed in the war years were incorrect and will eventually be challenged. At present, the revenue officials are said to be just starting on the 1918 returns.

THE DEFICIENCY bill now before the House of Representatives provides tax refunds to the extent of \$42,430,000. This sum represents part claims actually approved and in part anticipates claims pending approval. Claims pending for which settlement is not yet provided, will aggregate about \$250,000,000 and total 80,000 in number.

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GRAIN DEALERS JOURNAL

309 So. La Salle St.

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

E. B. Boyd, agent Western Trunk Lines, in Supplement 46 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Mar. 1.

E. B. Boyd, agent Western Trunk Lines, in Supplement 47 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Jan. 19.

E. B. Boyd, agent, in Supplement 44 to Circular 1-P of Western Trunk Lines, gives rules, regulations and exceptions to classifications effective Feb. 15.

E. B. Boyd, agent, in Supplement 45 to Circular 1-P of Western Trunk Lines, gives rules, regulations and exceptions to classifications, effective Jan. 9.

C. & N. W. in Supplement 2 to 8300-E cancels l. c. l. rates on feed and flour between Chicago and Dixon, Sterling, Rockford, Rochelle and Freeport, Ill., effective Feb. 24.

Wabash in Supplement 3 to 9399-M gives increased rates on grain and grain products from Decatur and Springfield to Rock Island, Depue, and Sidell, Ill., effective Feb. 20.

A. T. & S. F. in Supplement No. 1 to 13408 gives joint freight rates on grain products from points in Kansas, also Superior, Neb., to points on the Midland Valley Ry. and Osage Ry., effective Feb. 19.

I. C. in Supplement 8 to 601-H gives local, joint and proportional rates on grain, grain products, hay and seeds from Iowa, Minnesota, South Dakota to Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Minnesota, Ohio, South Dakota and Wisconsin, effective Feb. 3.

C. & A. in Supplement 4 to 1602-G gives proportional rates on grain and grain products from Kansas City, St. Joseph, Mo., and Leavenworth, Kan., when originating at other points or when milled at Kansas City, St. Joseph, Mo., or Leavenworth, Kan., from grain originating at other points to stations on the C. & A. in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio and Wisconsin, effective March 1.

I. C. in Supplement 9 to 601-H gives local, joint and proportional rates on grain, grain products, hay and seeds from Iowa, Minnesota, and South Dakota to Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Minnesota, Ohio, South Dakota, and Wisconsin, effective Feb. 26.

I. C. in Supplement 6 to 1537-G gives local, joint and proportional rates on grain, grain products, cotton seed products and seeds from Illinois, Indiana, Wisconsin and Dubuque, Ia., and St. Louis, Mo., to Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings, and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri and Wisconsin, effective Feb. 23.

C. & E. I. in Tariff 600 gives local, joint and proportional rates on grain, grain products and grain by-products also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on its own line and Henderson and Owensboro, Ky., and Cairo, Joliet, and Moline Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, and Wisconsin, effective Feb. 25.

A. T. & S. F. in Tariff 5702-H gives local, joint and proportional rates on broom corn, castor beans, corn husks, pop corn, seeds, hay and straw, also seeds for seeding purposes, from points in Kansas, Colorado, Oklahoma, also Superior, Neb., and Joplin, Mo., to Kansas City, Mo., Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas, Superior Neb. and Joplin, Mo.; Superior, Neb., Joplin, Mo., and stations in Kansas, effective Mar. 12.

C. & E. I. in Supplement 28 to 622-G gives local, joint and proportional rates on grain, grain products, and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on its own lines, and C. I. & W., also Henderson and Owensboro, Ky., Cairo, Joliet and Moline Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, and Wisconsin, effective Feb. 25.

Millers National Insurance Co.'s Annual Report.

The 47th annual report of the Millers National Insurance Co. of Chicago, Ill., issued Jan. 24, shows the following condition Dec. 31: Total admitted cash assets, \$3,907,700.81; liabilities \$2,018,036.20; income during the year, \$1,842,585.30; cash surplus, including permanent fund, \$1,889,664.61; and the surplus over all liabilities, \$3,319,437.90.

Losses incurred during the year numbered 3,872, estimated at \$1,254,312.28. This compares with \$1,467,065.93 during 1921, when 5,075 losses were incurred.

On the mutual plan the company had at risk \$44,142.194 on flour mills, elevators and contents, and general business. The cash business in force amounted to \$243,088,442, making a total risk of \$287,230,636, compared with \$263,552,803 a year ago. This shows an increase of the total at risk of \$23,677,833. The losses paid since organization amount to \$16,775,652.51.

Books Received

CLASSIFICATION OF AMERICAN WHEAT VARIETIES is given in full in the U. S. Dept. of Agriculture Bulletin No. 1074, by J. Allen Clark, John H. Martin and Carleton R. Ball. The authors show the necessity for a classification of wheat and give a summary of previous and present investigations. The wheat plant is treated very fully and each important class is described. The estimated acreage of all varieties is given, and illustrations of hundreds of various wheats are shown in sixty highly finished pictures. Paper, 238 pages. Government Printing Office, Washington, D. C.

CO-OPERATION in Marketing Kansas Wheat is a description of co-operative and collective selling in Canada and California and not in Kansas, as its title might mislead one to suppose. The author, Theo. D. Hammatt, special assistant sec'y, State Board of Agriculture, states that "The marketing of a large part of our Kansas wheat, especially our turkey wheat, collectively and co-operatively, thru a strong central agency, owned and controlled by the farmers who grow the wheat, is by all odds the most sensible and practical course we can adopt." The author fails to mention the efforts made along this line by the U. S. Grain Growers, Inc., or the Equity Co-operative Exchange of St. Paul, Minn., now threatened with receivership. The managers of the Equity and the promoters of the U. S. Grain Growers, Inc., missed their opportunity when they neglected to employ on their advisory staff the author, Hammatt; especially since the State of Kansas pays his salary (collected from the regular grain

dealers as well as other citizens) and thus have the benefit of his wisdom without cost to the promoters. Report No. 162, published by the Kansas State Board of Agriculture, Topeka, Kan.

Insurance Notes.

THE MILL & Elevtr. Field Men's Ass'n will hold its annual meeting in the Sherman Hotel Chicago, March 13 to 17, and discuss fire hazards and their correction.

FIRE insurance rates have been reduced from 80.2 cents in 1920 to 75.9 cents in 1922 on \$100 worth of property in the state of Indiana, reports Thomas S. McMurray, state insurance commissioner. The report covers the fiscal year ended Sept. 30, 1922.

THE DUST Explosion Hazards Com'te created by the National Fire Protection Ass'n met at the Hotel Pennsylvania, New York City, Jan. 16 and 17, and discussed ways and means for prevention of dust explosions in industrial plants. D. J. Price, of the U. S. Department of Agriculture research department on dust explosions, was chairman.

In the interest of economy and better service to policyholders a merger has been effected between the Pacific Millers Fire Insurance Agency, the Northwestern Mutual Fire Ass'n and the Martin General Agency, of Seattle. This merger gives increased strength and increased insurance capacity sufficient to serve any mill on the Pacific Coast. The companies co-operating together are backed by over \$31,000,000 of cash resources, every dollar of which belongs to policyholders of the Pacific Millers Fire Insurance Agency, Millers National Insurance Co., Michigan Millers Mutual Fire Ins. Co., Ohio Millers Mutual Fire Ins. Co., and Associated Mill Mutual Fire Ins. Companies.

Three Million Dollars Lost.

This is the story of the fire losses of the Mill and Elevator Mutual Insurance Companies for the year 1922. A greater number of fires occurred and more valuable property was destroyed than any previous year.

Why? There is only one answer—CARELESSNESS. You are making your own insurance cost, and you are making it high.

Go, PERSONALLY, and make a careful inspection of your entire plant. Start on the outside, and examine the premises. Are they clean and orderly? Are your roofs and sides and windows proof against locomotive sparks? How about lightning protection.

Then on the inside. Examine every bearing on machinery and line shafting. Are they well babbitted and running true? Are the belts of your elevators running true? Are you getting choked elevators? Is your fire fighting equipment in place and in order? Is your chimney safely constructed, and is your heating plant safe? Are there any evidences of the employees smoking, and do they carry matches? These are only a few of the things for which you should look.

You will find some things that you will want made safer. Put the right man on the job, and then make the fire prevention inspection a part of your weekly routine.—Mutual Fire Prevention Bureau.

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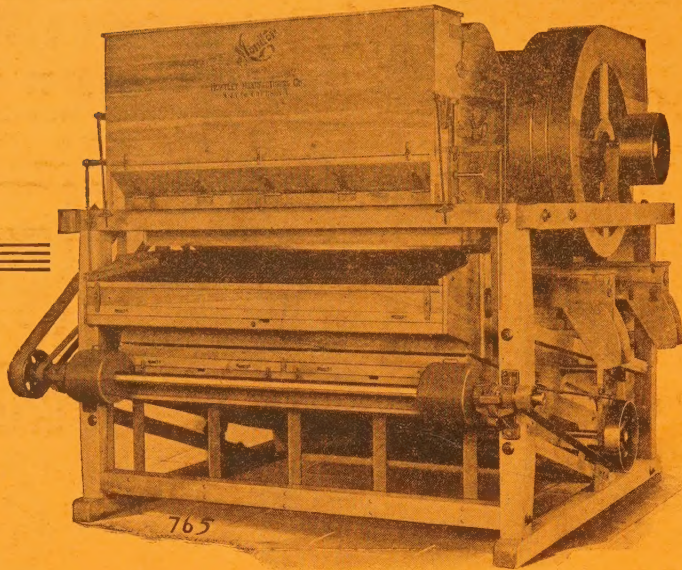
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